A L Maclean

The RCEME QUARTERLY

Volume 2 APRIL, 1950 No. 2

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April 1950

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1949

Brig J.W.Bishop OBE now Vice AG

The RCEME Quarterly extends congratulations to Brigadier J.W. Bishop, OBE, on his recent promotion to brigadier and appointment as Vice Adjutant General at Army Headquarters.

Brigadier Bishop graduated from University of British Columbia in 1929 with a degree in mechanical engineering. After completing the Canadian General Electric Test Course at Peterborough and Toronto he was employed by CGE in various capacities in engineering and sales. At the outbreak of was he was in charge of the Air Conditioning Division of CGE at Toronto.

In 1935 he joined the NPAM with a Toronto regiment and transferred to 23 Medium Battery in 1937. In 1939 he was mobilized with his unit and proceeded overseas early in the war. The year 1940 saw Captain Bishop with 1 Medium Regiment as regimental survey officer, troop commander and adjutant. Then followed the No. 1 Canadian Junior War Staff Course at Ford Manor in England, tours as Staff Captain 'Q' and DAQMG of 5 Canadian Division. In 1942 he transferred to RCOC and was ADOS(E) and CREME 5 Canadian Div by 1943. He attended the Military College of Science the same year.

Then in 1944 Lt Col Bishop was appointed AQMG Waterproofing at HQ First Canadian Army. This appointment included responsibility for planning water proofing of all vehicles prior to D-Day.

In Apr 44 he was appointed DDME 1 Canadian Corps in Italy where he did an outstanding job in co-ordinating and directing the effort of RCEME and many REME and other Commonwealth EME units under command of 1 Canadian Corps. He served in the Cassino area, the Gothic line, the move up the east coast of Italy, the move to North West Europe and operations in Holland. For outstanding work he was awarded the OBE and the American Legion of Merit.

DPR (Army) Photo.

On returning to Canada in the Fall of 1945 he was appointed DME, In 1948-9 he attended the National Defence College and on completion of the course became Director of Administration and then Acting Deputy Adjutant General at Army Headquarters.

Promotion to brigadier and the appointment of Deputy Adjutant General followed on 1 Mar 50. Brigadier Bishop was then appointed Vice Adjutant General on 5 Apr 50.

THE RCEME QUARTERLY

THE INFORMATION AND STATEMENTS HEREIN ARE NOT TO BE QUOTED AS AUTHORITY FOR ACTION. THE QUARTERLY IS PUBLISHED TO ASSIST RCEME PERSONNEL IN KEEPING ABREAST OF CURRENT TRENDS AND DEVELOPMENTS AND TO CIRCULATE INTERESTING NEWS ABOUT THE CORPS.

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EDITORIAL

We need material! NOW, and next month and every month!

Twenty-seven hundred and thirty officers and men of RCEME Active Force from Halifax to Victoria, to say nothing of Whitehorse and Churchill, should provide enough copy every three months to fill several magazines the size of the Quarterly. Besides this potential source there's the Reserve Force and Sup Reserve. The material is therefore available. Why doesn't it keep pouring in?

Maybe we can supply a solution to this problem of contributing to your own RCEME Quarterly.

First of all, stories or articles do not have to be finished products. If you feel you can't do justice to a story, send us notes as complete as possible with illustrations - photos or drawings - and we'll do the rest. (You get the 'by-line' of course.) Include names of people doing things and be sure to identify those in photographs.

We (the Editors) are responsible for what we print, so if you're in doubt about the suitability of your story, send it to us and we'll decide. If it is technical or mechanical, applies to the army or to RCEME in particular, covers your personal experience in these spheres, concerns unusual jobs or methods of doing things, it will likely be very acceptable. And, unlike the law of evidence, what you say will not be used against you!

If you would like to send us the story ready for publishing, with your name proudly signed to it, but feel you don't know how to start, take this word of encouragement. Matthew Arnold, when asked concerning style in writing, said: "Have something to say and say it as clearly as you can." One of our most interesting stories was written from experience by an OR who when approached on the subject, didn't think he could do it. In a recent interview, W. Somerset Maugham the master story teller said: "To write simply and clearly has been my own purpose....." It isn't easy but you don't have to be a genius — all it takes is a little thought and a little of your time.

We want again to emphasize that all ranks are expected to get a chance to see the Quarterly and are to be encouraged to contribute.

RCEME *on*

"SWEETBRIAR"

by CAPT I.C. SCARLETT, RCEME

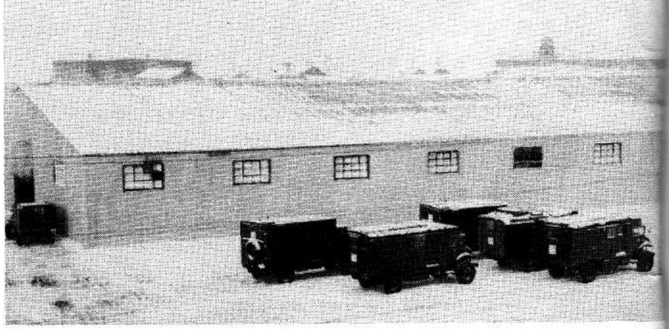
To those whose only connection with the exercise was through the medium of the local newspapers, 'Sweetbriar' was simply a joint tactical manoeuvre, designed to test personnel and equipment in simulated operations under Arctic conditions. To RCEME, however, the outlook was vastly different and the picture presented was one of long months of preparation; of vehicles to be repaired and fitted for winter operation, of convoys and casualties and recovery and more repairs; all to be carried out in the bitter cold of the sub-Arctic. The picture presented was no idle vision.

Early in the summer the gigantic task was started and RCEME Workshops faced the problems of installing heaters, defrosters, floor mats and winter fronts on approximately 300 vehicles and of installing removable bodies on approximately 250 jeeps, 3/4 ton Dodges and 3 ton GS lorries. In addition, all mechanical defects had to be corrected and the oils and lubricants changed to those specified for Arctic use. By mid-December the preliminary work was nearing completion and the vehicles were converging on Wainwright from Montreal and Borden, Ottawa and Petawawa, Winnipeg and Calgary, ready for the three weeks of rigorous training that was to precede the actual exercise.

Unfortunately, however, the splendid efforts of the many workshops did not suffice and as surely as each new day brought a conference, each conference brought a new suggestion or modification to be implemented by the already overtaxed crews at Wainwright, Calgary and Edmonton. To mention a few, hard cabs replaced the canvas bodies on the jeep ambulances; starting aids were installed on certain of the jeeps and 3/4 ton Dodges; batteries on 3 ton GS lorries were moved from the running boards to a warmer position behind the driver's seat and the bodies of the personnel carriers were reinforced and fitted as load carriers. These considerations added to the overwhelming tasks of checking and completing the articizing of all vehicles and keeping up to the day by day repairs incurred as a result of the pre-exercise training, made the RCEME lot an unhappy one, and crews worked day and night in their struggle to meet the final deadline.

As the preceding preparations were progressing at their accelerated pace, the AWD that was to follow the exercise to its conclusion, was gradually concentrating at Wainwright. This group, under the capable guidance of Capt R.W. Anderson, was composed largely of 23 Comp Bde Gp Wksp personnel, bolstered where necessary by personnel from 13 Coy Calgary, and included a total of approximately thirty all ranks. On arrival at Wainwright, early in January, the majority of AWD personnel were immediately engaged in unpacking, sorting and stowing equipment on the sixteen RCEME vehicles that were to go forward on the exercise. Of the remaining personnel, those who had not already received their winter indoctrination training were started on the course and the balance found employment in the workshops.

During this pre-exercise training period, the AWD was engaged in two minor exercises in the Wainwright area. The first, exercise 'Home Guard', was organized by Capt Anderson and embodied the AWD and the Ordnance Field Park only. The sole purpose of 'Home Guard'



The new Domex shelter at Wainwright, which was used when repairing 'Sweetbriar' vehicles.

was to familiarize the personnel of the two units with the handling and use of equipment and to test 5 man housekeeping in simulated operation. Two important lessons were learned during the two day trial. First, that the use of 5 man tents was too wasteful of time, since one man in each group was lost to the AWD by reason of the time required for food preparation and other considerations of housekeeping. Second, that at sixty below zero there is little comfort in a sleeping bag in a 5 man tent. With these ideas fixed firmly in mind, plans were made to change the housekeeping arrangements for something that would be both more efficient and more comfortable. The plan developed was to set up a central kitchen to serve all AWD personnel and to use the large heated shelters, normally used as workshops, as sleeping quarters when the day's work was done. Exercise 'Hoar Frost' provided the opportunity to introduce the changes and the trial proved the arrangement even more successful than had been anticipated.

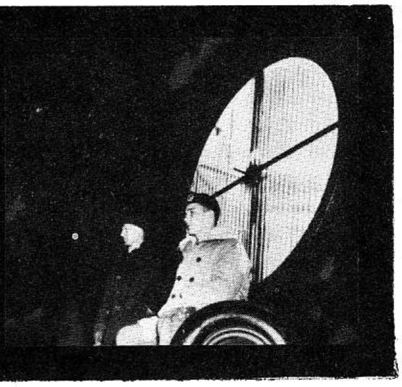
'Hoar Frost' was a four day tactical exercise, embodying all 'Sweetbriar' personnel, and was designed to test organization and administration facilities, as well as to acquaint personnel and units with their various roles on the main exercise. The AWD fell into its position with the Administration section and spent the four days of the exercise doing its utmost to keep abreast of the advance. Moves, forward and back, came with alarming rapidity and generally on too short notice, leaving the AWD to finish the jobs at hand, pack and prepare to move in approximately one hours time. The fallacy of such planning was soon pointed out and changes were made which permitted RCEME to remain in one location long enough to complete the greater part of necessary repairs in that area before moving forward to the next. This was undoubtedly the main accomplishment of 'Hoar Frost' insofar as the AWD was concerned. Not to be overlooked, however, was the opportunity afforded to round out the planning for internal administration. By the third day of the exercise, the matter of setting up the AWD had been developed to a science. On arrival at the new area a level site was selected and crews fell to shovelling out the overburden of snow, preparing the ground for the two large AWD shelters. While this was in progress other personnel unloaded the tent equipment and the cooks for the day prepared to set up their kitchen. The shelter used as a combined workshop and mess hall was erected first and the Herman-Nelson heater was set up and started. Meanwhile, the cooks had set up their smaller LAD type shelter in its approximate location and as the large shelter was settled in position the smaller one was moved up to form a lean-to on the rear of the other. This having been accomplished, the cooks started up their hydro-burner cooker and set about preparing a hot meal for the entire group. The remaining personnel finished the task of erecting the second shelter alongside the first and within the hour the job was completed and the crews were seated about the heated shelters, warming up with a mess tin of steaming soup. During 'Hoar Frost' cooks were selected on a day to day basis, with fatigues provided by 'volunteers' who found the six o'clock reveille a trifle too early and by personnel of other units who were compelled to remain with the AWD while repairs were completed on their vehicles. This latter consideration threatened to become a problem as word of the meals and accommodation offered by RCEME was spread among the various units. Thereafter, each vehicle arriving for repair carried not one but several individuals expecting to be fed and quartered. The reception offered in these cases was, to say the least, chilly and it was soon made known that the benefits derived were seldom worth the extra duties involved.

Sweetbriar vehicles at Wainwright Jan 1950.

At the conclusion of Exercise 'Hoar Frost' the AWD returned to Wainwright and started preparing for the road movement to Whitehorse. This move was carried out in four separate convoys, three of approximately ninety vehicles and the fourth of approximately forty. In order that each convoy might have the necessary repair and recovery facilities, the AWD was broken down into separate LADs, composed primarily of a medium breakdown, a 3/4 ton slave kit and a second 3/4 ton Dodge which served as a combined load and personnel carrier. The LADs

(Continued on Page 14

LET THERE BE LIGHT ..



by WOII G.H. GUTTERIDGE, 214 WKSP

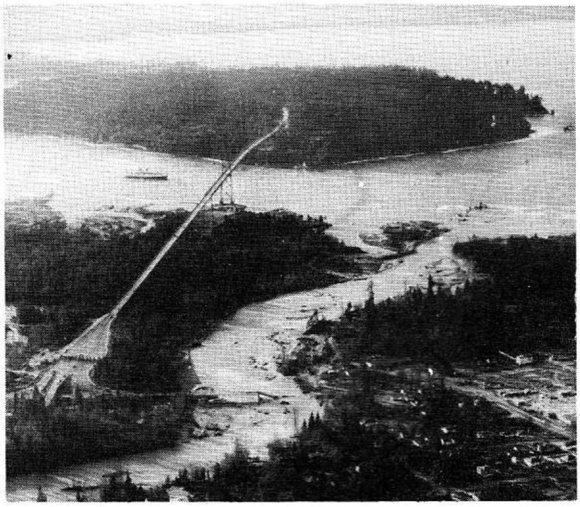
The boys of 11 Coy RCEME, Vancouver, have found that life and service in British Columbia seldom offers dull moments. They know from past experience that the picturesque stream (or even a creek) can become a raging torrent carrying away houses, bridges and roads in a matter of hours. As you know the run-off from the mountains during heavy rains is very considerable. Rivers and streams which look so pleasant and quiet frequently bring death and destruction.

Just across the Narrows from beautiful Stanley Park lies the municipality of West Vancouver, a residential community of about 13,000 people. The Capilano River empties into the Pacific at the easterly boundry of West Vancouver and there is a short bridge across the Capilano which all traffic leaving or entering West Vancouver must use. If this bridge is not open, the only alternative is a boat to cross the Burrard Inlet from Vancouver. Under normal conditions we see fishermen standing on the stony river bed casting their lines for salmon into this narrow stream of fresh water which is fed from the pools and creeks higher up the mountains.

The last week of November 1949 saw heavy rains falling and during one 24 hour period the rainfall amounted to 9.2 inches. Well, old Man Capilano and his various neighbours set to work to handle this exceptional run-off. The rivers and creeks soon rose to unprecedented heights — logs, trees, and other debris being picked up by the rushing currents. Soon the weight of water became too much for the bridge and down it went; 125 feet of roadway was washed out; the community of West Vancouver was isolated at noon on Saturday, 26 Nov. A terrific tie-up was caused and residents returning home from business in Vancouver were stranded.

The first request for Army assistance came from the Provincial authorities, shortly after noon Sunday, 27 Nov. Premier Byron Johnson declared a state of emergency existed and asked Brig MP Bogert DSO OBE, Commander BC Area for assistance in re-establishing communications. Word was passed to the Commander Chilliwack garrison on the same day and sufficient Bailey bridging to span the 130 foot gap was loaded on trucks and rushed from Chilliwack to Vancouver, a distance of about 60 miles. The sappers arrived at the site at 2100 hours that night and immediately started to lay the first elements of the Bailey Bridge.

While all this had been going on RCEME were also preparing to do a job. At 2200 hours



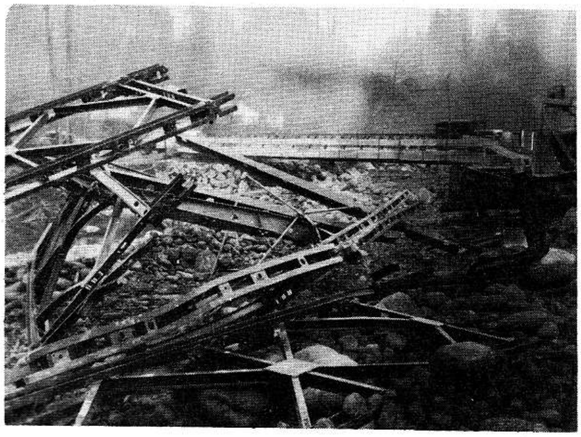
The washed out bridge over the Capilano River in the center foreground. The famous Lion's Gate Bridge over the Narrows to Stanley Park and Vancouver in the distance complete the picture.

on Saturday, 26 Nov, the AA & QMG called Major Bradbury, the AEME, and said, "I expect we'll be asked to help over on the Capilano River bridge before long. What can you do about giving them some light on the river?"

The reply was, "Just as long as it takes the boys to get down to the shop and take a generator and searchlight out of preservation; say 6 hours." It was decided to be ready for Sunday at last light.

SM Gutteridge of 214 Base Workshop, our electrical artificer, was contacted and told to have a crew ready to start the job of preparing the light at 0800 hours Sunday. It is doubtful if the usual CAFC 2139 was ever received. The boys now have a regular drill laid on for this job as in the past two years they have prepared and operated searchlights for floods, exhibitions, Army Week and even the premiere of 'Red Shoes'. The procedure is to get two 3 ton 'stakes' less superstructures and tarpaulins from RCASC, and load the generator into one and the searchlight into the other. Extra diesel oil, carbons and lubricating oil are taken along. (They forgot to take an extension light this time so they had to borrow one later.) Otherwise everything was fine.

The boys had a searchlight and Gardner diesel out of preservation, tested, fueled and loaded ready to go by 1200 hours, two hours ahead of the AEME's estimate (this was done just to make a monkey out of the AEME). At 1600 hours the trucks moved to the bridging site. 'LET THERE BE LIGHT", was signalled by the bridge commander at 1730 hours and the 60" searchlight using a B2 lens, blazed into action. Once the searchlight was in operation, the crew settled down to an exciting game of rummy or something, using the above mentioned extension light.



The first Bailey Bridge where the flood left it after the western approach washed away.

RCEME 'breakdown' waiting to push the bridge into position.

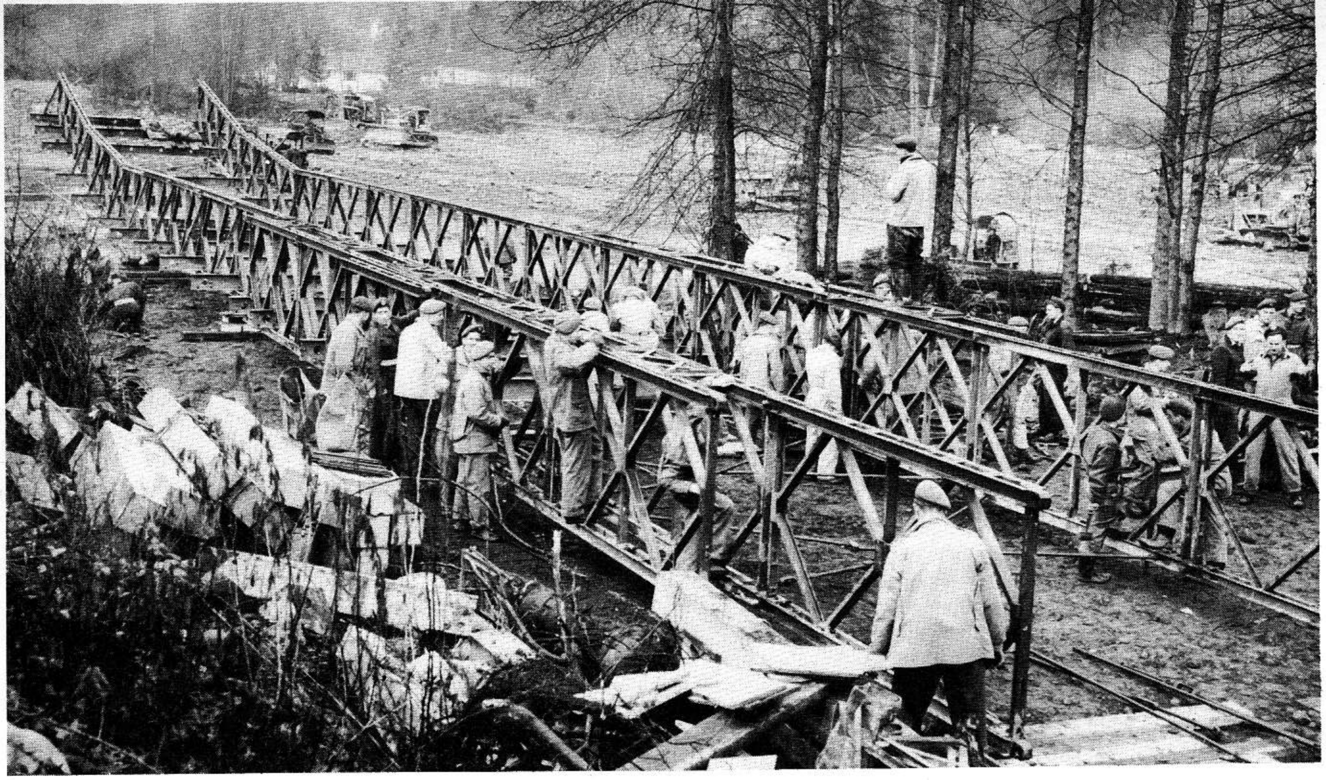
(We have found that the diffusing lens is best for this type of work as the reflected light from the clouds gives us artifical moonlight.)

The sappers worked steadily all night in drenching rain, and the triple single Bailey was pushed across the gap and opened for one lane traffic on Monday morning. It was aptly christened 'Moonlight Bridge'. The Canadian Red Cross Mobile Canteen was on the job early and provided hot coffee and sandwiches — a much appreciated effort.

Unfortunately the weatherman lost control again and the heavy rain continued throughout the week, resulting in the Capilano River washing out about 50 feet of the western approach to the bridge on 1 Dec. This tremendous cave-in let one end of the bridge drop into the roaring river which cut itself a new channel. West Vancouver was again isolated, except that by this time all manner of ferry boats and even fishing boats were operating a ferry service for pedestrians.

A special convoy of trucks was despatched to the Engineer Stores and Equipment Depot at Chilliwack for more bridging and arrived back in Vancouver late Friday night having had a special police escort the whole way. It was necessary to wait for the flood waters to subside somewhat before another attempt could be made. RCEME was still furnishing artificial moonlight and our medium breakdown was standing by at the bridge site for emergency use.

The RCE had decided that the next effort would comprise two bridges as the gap had now become too wide for a single span. A fleet of 20 bulldozers and a dragline were used to throw fill into the former river channel and to divert the river to permit creating a large island in



RCE sappers assembling the two spans of Bailey bridging for the second attempt. In the background are the bulldozers used in changing the river channel.

the center of the river bed. This was successful and by 1900 hours on Sunday 4 Dec the new bridges were opened for emergency traffic. The longest span was named 'LOST WEEKEND' and the shorter one 'AFTERMATH'. A new permanent bridge was completed on Dec 21 and first traffic went over it on Dec 22. Incidentally the contractor who had built the new bridge in record time erected a huge sign at the bridge wishing West Vancouver residents 'A MERRY CHRISTMAS'.

While the RCE boys from Chilliwack were busy with their bridges over the raging Capilano River, the Seymour River, a few miles further north, went over its back on 1 Dec with results disastrous to many beautiful homes nestling along the banks of that usually placid stream. Again RCEME was called upon and practically all the military personnel of 214 Base Workshop were turned out to help sandbag the crumbling river banks and to save valuable property. Craftsmen and WOs alike willingly did their share. Our Ordnance friends from 17 ROD were there too, as were the 6th Field Squadron RCE and hundreds of civilians. Throughout the night sandbags were filled and laboriously carried and piled along the banks as water swirled around homes and washed away lawns and gardens, threatening to tumble homes into the raging torrent. Again RCEME furnished light by operating a 60'' searchlight from a neighbouring hilltop.

Sgt W.W. Laird, L/Cpl McLeod and Cfn C.R. Canaday all of 214 Base Workshop filling sandbags at Seymour River.

Fortunately the river dropped almost as quickly as it rose and by 0400 hours the following morning the weary and dirty workers were able to cease work and return to their quarters for a well earned shower and rest.

Don't let those innocent looking BC rivers and creeks fool you: they're DYNAMITE! and, when they say 'LET THERE BE LIGHT', they mean get RCEME to supply some searchlights.

RECOVERY

An interesting recovery job was undertaken by 220 Workshop on 23 Dec and the following is a summary of it.

On the afternoon of 19 Dec, according to Western Command Liaison letter, a White 7-ton truck fully loaded went through the ice on the Nelson River. It came to rest with the front wheels and cab out of the water but the rear end and part of the box submerged. The driver managed to remove his load.

The driver had requested the assistance of the RCAF C2 wrecker to salvage his vehicle. However, after waiting until the evening of 22 Dec, when the temperature dropped to minus 22, assistance was requested from 220 Workshop RCEME. Necessary authority was obtained from HQ Whitehorse, and S/Sgt Cantlon was detailed to carry out recovery.

A quick recce of the situation revealed that: (a) the ice was badly cracked all around the vehicle; (b) the river at this point was between seven and eight feet deep and very swift; (c) the ice at either side was not thick enough to carry the weight of a medium breakdown; and (d) the vehicle itself was completely frozen in.

Taking all these facts into consideration, this recovery plan in two phases was adopted. The first phase would consist of placing an 'A' frame over the vehicle and lifting it by chains clear of the ice. In the second phase the frame and vehicle suspended from it would be skidded clear of the thin and broken ice by winching from the shore.

Phase One was carried out successfully with a metal 'A' frame on 12 x 12 inch skids forty feet long manhandled into position over the vehicle. After the ice was broken away with pike poles, the truck was hoisted out of the water.

Phase Two appeared to be an easy task and all went well until the frame with suspended vehicle had been moved five feet. At this point the winch cable (a new one from RCOC two days earlier) snapped. Although it was immediately reconnected, in the interval the skids froze in and had to be broken loose, one at a time. No sooner had the winching started than the cable snapped again.

At this stage one end of the right skid broke through the ice and settled to the bottom, while the other protruded up over the ice about four feet in the air. This left the vehicle with all four wheels in the water and tilted sharply over to the right.

By this time it was pitch dark and the recovery crew were beginning to suffer from the cold as they had been eight hours on the ice. So they returned to barracks, had a hot supper, replaced the winch cable with a new one and sent back to finish the job.

During this hour-and-a-half interval at least three inches of ice formed and the vehicle and skids had to be broken loose again. It was obvious that unless the salvage job was completed within the next two hours the truck would be there until Spring break-up. So, despite the angle of the 'A' frame and the fact that the wheels were under water by this time, the only hope was to topple the frame over backwards, swinging the vehicle clear of the hole — and hoping the ice would hold.

The winch cable was again connected to the back of the truck and chains attached to the top of the 'A' frame to ensure that both moved together. With this attempt everything came slowly forward, the frame toppling across the box of the truck and the wheels climbing onto the ice simultaneously.

An inspection carried out on the salvaged vehicle showed the only damage to be a broken drive shaft and sheared rear spring center bolts, caused by the rear wheels striking the ice when it first broke through. The box was slightly damaged during recovery by the frame falling across it.

One of the RCASC buses taking the students of the CASC to Montreal on 22 Feb 50 blew a tire and went into the ditch as shown.

The trip was one during which we visited Canada Car and Foundry and 25 COD.

You will note RCEME efforts at recovery.

Major G.T. Kirk, MBE is the tug-horse, Capt E.W. Laver is directing.

(Contributed by Lt-Col R.A. Campbell).

(Front row - left to right) S/Sgt E.A. Rochefort; H. Borduas; M. Tremblay; Lieut S.J.H. Fleming; R. Guerette; J. Ouelette; Cfn J.A. LeBreton; (Back row) H. Herron; Cfn W.B. McKinnon; A. Buick; Lt Col A.G. Sangster, ED; D.A. Noades; Cfn R.D. Crosby; Cfn D.A. Condann. (Missing when picture was taken) Cfn R.H. Encarnation; Cfn J.W. Callaghan; B. Feigel.

Hockey at 202 Base Workshop

by LIEUT S.H. FLEMING, RCEME

As the hockey season opened once more we found 202 Base Workshop well represented along the frozen lanes. The league consisted of five teams, Stores Wing (RCOC), RCOC School, 34 AOD, NSPEC and 202 Base Workshop. Each team played a total of ten games during the regular schedule, the games being home and home series.

In our first encounter we faced NSPEC, one of the most powerful teams in the league. In their line-up was one former Toronto Maple Leafs' player and another who had played with a senior league team that had copped the Allan Cup. It was a hard fought battle all the way, highlighted by heavy body-checking and smooth passing plays. When the final whistle sounded we found ourselves at the bottom end of a 6 to 4 score. It's difficult to pick the stars, but those deserving mention for their outstanding efforts are S/Sgt Rochefort and Cfn Crosby. S/Sgt Rochefort rapped home three goals and assisted in two more. Cfn Crosby played an outstanding game on the forward line setting up S/Sgt Rochefort on each of his goals.

Our next game was an important one; a four point game. Still licking our wounds we went out with a dogged determination to win. This game was against Stores Wing (RCOC), a very formidable adversary. However they were no match for our high-stepping, fast skating forwards and hard hitting defencemen. When the smoke of battle had cleared we were riding on the top end of a 9 to 4 score. In this game S/Sgt Rochefort turned in a stellar performance denting the twine five times and assisting in two others. Also worthy of mention were Cfns Crosby, LeBreton, McKinnon, Encarnation and Callaghan. Cfn Encarnation was outstanding on the rearguard, stopping rush after rush and making life bearable for this goalie.

When the scheduled games had been completed we found ourselves in second place slot, with 34 AOD riding in first place and NSPEC breathing hard on our heels, and in fourth place Stores Wing (RCOC). The first and fourth place teams and the second and third place teams faced one another in the playoffs; two games with total goals counting. The winners of this series would gain a berth in the finals.

Both semi-final games followed a similar pattern. We took an early lead, held on for two periods and then wilted under third period pressure to lose the first game 6 to 4 and the second 7 to 4 and the series by a total of 13 to 8.

Before I leave the dressing room and hang up my skates for another year, I would like to congratulate each member of the team for their fine showing. It must be remembered that all practices and games were played after work and some players had to trek 4 or 5 miles to their homes with no transportation provided. I think they deserve a lot of credit for their interest and for upholding the name of RCEME in the sports field.

I would like to extend, on behalf of the whole team, our sincere thanks to Lt Col A.G. Sangster for his keen interest and unfailing support of the team. He saw all our games and his support gave the team new life and spark when the going was tough.

New DME War Office

Major General S.W. Joslin, MBE, BA, M.I. Mech.E., MIEE, 50, succeeds General Tope as DME War Office. He commenced his military career at Woolwich, won the King's Medal for best cadet; just missed the First Great War as a second lieutenant in the RE and served in the Army of Occupation in Cologne in 1918.

Like the typical British soldier, General Joslin has served in India, on the famous North West Frontier; in Africa and Singapore, including two years survey work in Nigeria. After the 1914-18 war he won first class honors and major award for engineering at Cambridge.

With the formation of REME in 1942, he was one of a number of RE officers who transferred to the new Corps. He landed in Normandy on D Day and went through France, Belgium, Holland and Germany as CREME 30 Corps Troops and in Nov 44 was appointed DDME 30 Corps Troops.

Since the war General Joslin has been commandant REME School at Arborfield; assistant Commandant at HQ Training Center; DME BAOR and finally, in Apr 49, DDME (O) War Office.

MAJOR GENERAL TOPE RETIRES

Major General W.S. Tope, CB, CBE, M.I. Mech.E., MIEE, relinquished his appointment as Director of Mechanical Engineering at the War Office on 31 Dec 49. Upon completion of leave he is retiring from the Army.

General Tope as DME Middle East organized the new Corps in that theatre a short time before the battle of Alamein. His ability, energy and enthusiasm were important factors in the organization of REME in that theatre and in establishing the great reputation which the Corps still maintains. The REME tasks in Sicily and Italy called for wide vision, great drive and outstanding organizing ability. These qualities were brought to bear in full measure by General Tope. For these services he was awarded the CBE in 1943 and the CB in 1945.

He assumed the appointment of DME War Office on 1 Jan 47 and guided REME through many acute post-war problems.

During his visit to Canada in 47, many RCEME officers had the opportunity of meeting General Tope. They were struck by his friendliness and his keen interest in everything that was going on.

During his last year as DME his activities were limited by illness but his 'joie de vivre' and his pleasure in the company of his fellow men remained undiminished.

His very wide circle of friends both within the British Army and the Canadian Army will regret his retirement.

* * *

His Majesty The King has been pleased to approve the appointment of Major General Wilfred Shakespeare Tope, CB, CBE, M.I.Mech.E., Royal Electrical and Mechanical Engineers, as Colonel Commandant, Royal Electrical and Mechanical Engineers, with effect from 17th January 1950, in succession to General Sir Walter King Venning, GCB, CBE, MC, whose tenure of appointment expired on that date.

The War Office, SWI
17th January, 1950.

THE PAPER WAR

Sometimes we hear loud wails about the amount of paper work that is required in our present day Army. This is no new affliction, according to the Camp Borden Citizen, as is proven by the following which hung on the wall of Sgt Maj O.L. Studd's office at Camp Borden. He left it there when he departed for Chilliwack, BC.

Spain 1810

Lord Bradford
My Lord:

If I attempt to answer the mass of futile correspondence that surrounds me, I should be debarred from all serious business of campaigning. I must remind your Lordship for the last time that so long as I retain an independent position I shall see to it that no Officer under my command is debarred, by attending to the futile drivelling of mere quill drivers in your Lordship's office, from attending to his duty which is as always, to train private men under his command.

Signed Wellington

RESERVE FORCE

PRAIRIE COMMAND

17 INF WKSP, SASKATOON, SASK.

The 17 Inf Wksp is located in the Peaker Building in Saskatoon. The building is not very large but it is in the centre of the city which makes it very handy for the troops on parade nights.

The unit is commanded by Major C.W. (Wilbur) Pallen who, along with Capt Graham and a dozen of the men of the unit, attended summer camp at Dundurn this past summer. Major Pallen is service manager for Mid City Motors in Saskatoon.

The unit now has eight officers, eighteen NCOs, and twenty-two craftsmen, with an average turnout on parade nights of five officers, ten NCOs and seventeen craftsmen.

The courses being conducted this year are GMT, driver mechanics, welders, and telecommunication.

The unit occasionally holds a dance in the Saskatoon Armoury.

33 ARMD REC UNIT, MOOSE JAW, SASK.

The 33 Armd Rec Unit has very good accommodation in part of the former Street Railway Building. The building is large, has a good cement floor, and a large overhead crane.

The unit has a heavy recovery vehicle, a medium recovery vehicle, an 'M' lorry, a welding lorry, and other GS Vehicles.

Capt W.H. (Wilbur) Haight is the Commanding Officer and, along with about ten men, attended summer camp at Dundurn, Sask. Capt Haight is employed by the Dominion Government.

Capt A.J. (Andy) Rankin commands 138 LAD at Moose Jaw and attended camp this past summer. The two Moose Jaw units have three officers, nine NCOs and twenty-four ORs. The personnel are all young and turn out regularly for twice-weekly parades. Capt Rankin is service manager of Sterling Motors. The units have been out on several recovery schemes.

43 HAA WKSP, YORKTON, SASK.

This unit shares a hangar at the airport with 53 HAA Regt, RCA. Capt K.S. (Ken) Parton, a former tels officer, commands this unit and the total strength is twenty-one. A total of fourteen attended camp last year. Capt Parton is manager of the Yorkton radio station.

90 LAD, REGINA, SASK.

This unit is commanded by Capt E.A. (Alief) Olafson, MBE, who is employed by the Dominion Government. The unit is attached to the Regina Rifle Regiment.

89 LAD, SWIFT CURRENT, SASK.

Lieut Ayres is being enlisted in the Reserve Force to command this LAD. He is employed by the Dominion Government.

Capt Gregg Trout of Estevan, a former RCEME officer, is commanding the support company of the South Saskatchewan Regiment. Capt Trout is manager of Trout Motors.

HQ RCEME 6 ARMD DIV, WINNIPEG

Accommodation consists of four former warehouses, 48 by 150 feet, which are in good repair and serve our purpose admirably. Lecture room, projection room, parade and work space are adequate. One building is used as HQ and QM stores.

All our officers are qualified RCEME. We are carrying out sub-unit training including range practice, section and platoon exercises, and winter training. At the present time we have twelve qualified tradesmen and eight specialists, as well as ten GMT instructors, seven Corps instructors, and three combined corps and GMT instructors. We are at present instructing on contour training, using charts and a wooden hill recently constructed as training aids. Our A&T staff are doing an excellent job, but unfortunately we're losing Capt Heal who sails in Sep to attend a course at the Military College of Science in the UK.

Provisional Lieutenants J.K. Sullivan and J.H. Tucker of the University of Manitoba COTC have been attached FAP, and we have attested QMS Mason as Regimental WOII. He will be a great asset, having completed full pensionable service in the Active Force. We are expecting him to do wonders, and to inject some 'soldier serum' into a bunch of grease monkeys.

Seventeen all ranks have recently qualified as drivers wheeled, out of a total strength of eight officers, thirteen NCOs and 51 ORs. A recent convoy to MacDonald, Man., provided excellent driving practice. The following courses are being conducted: electric mechanic, radio mechanic, welder, driver mechanic, junior NCO and QM.

Recreation has not been overlooked in the work of this unit. We have set up a hobby shop at Carpiquet Barracks, completely equipped with both metal and woodworking tools. This is fast becoming a congregating point for unit personnel off parade during evenings and weekends. It is surprising the real talent displayed in the most unexpected quarters. We entered a team in the inter-service ski competition but unfortunately did not come out with top honours. We did well, though, and are anticipating future events of this kind when we expect to make a much better showing. The unit Christmas smoker was well attended and we are all looking forward to another of the same calibre.

Operation 'apple-picker'

by THE 86 LAD SCRIBE
VERNON, BC

The dates 3rd and 4th of Dec 49 marked the beginning of what we hope will be a series of inter-unit visits designed and carried out with the intention of furthering inter-unit relations. Personnel of the other squadrons of 9th Recce in the Valley will have the opportunity of seeing some of the equipment available to service their regiment's transport.

On the evening of 3 Dec 49, ten vehicles of the 86 LAD RCEME and 218 Workshop, Vernon, plus one vehicle belonging to HQ Sqdn 9th Recce were formed up in Polson Park, Vernon, three 19 sets Mk III were netted in and we were all ready for our first big night convoy. Twenty eight men were taking part and all hands were anxious to be on the move; our destination was Penticton armoury, the home of C Sqdn 9th Recce Regt.

The convoy moved off at 1900 hrs and passed the starting point (unit workshop) at 1915 hrs. The DRs and all the drivers were on their toes and vehicle interval was very good. This held true pretty well throughout the trip.

I think however the most gratifying of all was our success in maintaining the good radio contact and control, taking into consideration the fact that all but one of our operators were sitting in on their first session of operating alone at night.

Two petrol parades were held during the trip one at night on the way down and one in daylight on the return trip, both in Kelowna.

The entire trip of 160 miles was made without mechanical trouble or breakdown of any kind.

Upon arrival in Penticton at 2350 hrs, vehicles were formed up in a pre-arranged parking area. All batteries were removed from the radio equipment and placed on charge. This operation was carried out under the supervision of the NCO i/c of MT guard, which was mounted at 2359 hrs and remained on duty until 0730 hrs Sunday the 4th. All personnel were bedded and fed in the drill hall.

Breakfast was at 0745 hrs Sunday and the time between then and lunch at 1200 hrs was spent on vehicle maintenance.

The time after lunch was spent visiting members of C Sqdn and making ready for the return trip to Vernon. The convoy moved off for Vernon at 1515 hrs with one vehicle, a 3 ton truck in tow for return to 218 Workshop for repair. The convoy home was carried out half in daylight and half in darkness. A one hour wait was encountered at the westbank Kelowna ferry on the return trip and the convoy arrived in Vernon at 2030 hrs.

Vehicles were then put away and radios taken out and the parade was dismissed, tired but happy, at 2130 hrs.

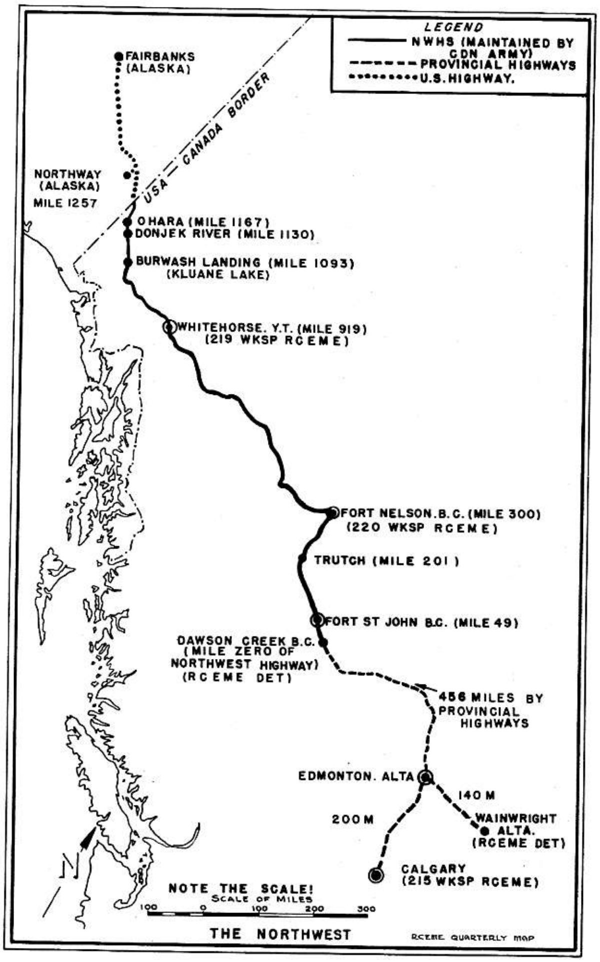
During discussion period prior to dismissal we all agreed that from a training point of view we had just completed a very successful two days.

(Continued from Page 5)

accompanying the first two convoys carried no spare parts of any description, a fact which limited their scope to the carrying out of minor adjustments and direct recovery to the nearest transit camp. Independent RCEME detachments had been established at each of the nine overnight stops on the route, however, and in the majority of cases these groups were able to supply the parts and service necessary to keep the convoys rolling. They also proved to be a fair source of supply of the parts needed for light repairs and after the third day on the road the second convoy was better equipped to deal with ignition and other minor complaints. Meanwhile, the main body of the AWD was moving with the third convoy, accompanied by the Ordnance Field Park, and they cleared as they moved forward, supplying necessary parts and picking up those vehicles that had been left behind by the previous convoys.

As the second convoy moved away from Wainwright, the indications were that the LAD was due for a nightmarish ten days of duty. Drivers were poorly trained, many of them having never driven before, and judging by the scars in the snowbanks lining the roads and the number of vehicles waiting to be extricated, they were incapable of keeping their vehicles on the road. Mechanical troubles and flat tires were prevalent too, and after taking twelve hours to cover the 140 miles from Wainwright to Edmonton, the LAD outlook was anything but a happy one. It had been anticipated that the situation would improve as the convoy moved up the highway, but the facts refused to support the theory and each day became progressively worse. The ultimate was finally reached on the fifth day on the trip from Ft St John to Trutch. Troubles started to develop early and three vehicles broke down due to ignition failure before they had passed the camp gate. Repairs were completed and the vehicles sent on their way, but the lack of a distributor cap for one of the casualties delayed the departure of the LAD until noon. Before the half way point had been reached two vehicles had been taken on tow, one due to a burned connecting rod and the other to an ignition failure for which the necessary parts were not available. Fortunately the parts for the latter were obtained at a Maintenance Camp enabling the vehicle to proceed under its own power, the jeep, however, remained on tow. As the convoy progressed, more casualties were encountered, one of which had to be taken on tow, and finally at a point approximately thirty-five miles from Trutch, two more non-runners awaited the heavily burdened LAD. It was fortunate on this occasion that the breakdown which had accompanied the PPCLI section of the convoy was back with the LAD. The four non-runners were evenly distributed between the two breakdowns and the two trailers that had been towed by the casualties, were taken over by the RCEME 3/4 ton Dodges. Thus the LAD struggled to the end of its worst day and crept down the long hill into Trutch shortly before midnight. After leaving Trutch, however, the outlook brightened considerably and the convoy moved on to Whitehorse with only a few minor problems.

In spite of its many hardships, the convoy up was not without its brighter side and a good many stories will be told about the humorous things that happened. Probably the best to develop from the second convoy concerned the young driver who, responding to the constant stress placed on maintenance, approached the


LEGEND
NWHS (MAINTAINED BY CDN ARMY)
PROVINCIAL HIGHWAYS
U.S. HIGHWAY.
FAIRBANKS (ALASKA)
USA — CANADA BORDER
NORTHWAY (ALASKA) MILE 1257
OHARA (MILE 1167)
DONJEK RIVER (MILE 1130)
BURWASH LANDING (MILE 1093) (KLUANE LAKE)
WHITEHORSE. Y.T. (MILE 919) (219 WKSP RCEME)
FORT NELSON. B.C. (MILE 300) (220 WKSP RCEME)
TRUTCH (MILE 201)
FORT ST JOHN B.C. (MILE 49)
DAWSON CREEK B.C. (MILE ZERO OF NORTHWEST HIGHWAY) (RCEME DET)
456 MILES BY PROVINCIAL HIGHWAYS
EDMONTON. ALTA
140 M
200 M
WAINWRIGHT ALTA. (RCEME DET)
CALGARY (215 WKSP RCEME)
N
NOTE THE SCALE!
SCALE OF MILES
100 0 100 200 300
THE NORTHWEST
RCEME QUARTERLY MAP

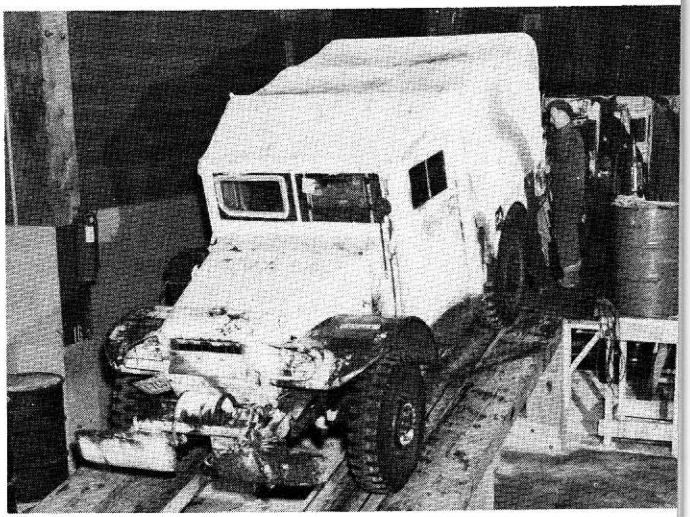
Cpl on the POL truck and requested a pint of anti-freeze. The Cpl cheerfully filled the man's measuring can and sent him on his way. A few minutes later the same driver returned and requested another pint, but this trip he was soundly reprimanded for not having taken a quart in the first place. The driver listened in respectful silence until the Cpl had finished his tirade and then calmly replied that what the Cpl said was undoubtedly true, but that he had wanted it one pint at a time so that he could be sure of getting exactly a pint in each gas tank. The Cpl was speechless — but not for long.

As each convoy arrived in Whitehorse the vehicles were passed immediately to 219 Workshop for complete servicing and repair as necessary. The members of the AWD joined the ranks of the workshop during the brief period prior to their departure on the exercise and assisted with the final preparations. Meanwhile the 5 man Penguin LAD, manned by Cpl Hudson, Cfn Prentiss, MacDonald and Jones with the writer as OC, was gathering the stores and equipment that they were to carry with them on the exercise. At the same time, the LAD endeavored to check and service all Penguins in preparation for the final move.

Finally on Feb 12, H hour was announced and the desperate last minute preparations were completed as the vehicles were marshalled in readiness for the big push. Shortly after midnight the column started forward with the Penguin LAD trailing the Penguin Coy PPCLI. Few troubles were encountered over the first hundred miles of the trip and the only repair worthy of note was the replacement of two fan belts. This good fortune was short lived, however, and at noon of the first day Dame Fortune turned against us with a vengeance. As we moved up the highway word was passed over the wireless set that a casualty awaited us at mile 1016. On arrival it was found that the final drive on the Penguin was unserviceable and that there was little the LAD could do but sympathize. Leaving the vehicle for disposal by the AWD the LAD moved on to rejoin the convoy but at mile 1020 our luck played out entirely and left us stranded on the roadside, awaiting a new radiator, fan and crankshaft pulley. Nobody knows quite how it happened, but the fan nut broke loose and having been batted around by the fan, wound up securely embedded in the radiator core. This of course, led to a two day halt while parts were obtained and repairs completed. Fortunately, power tools were required to remove the broken stud from the crankshaft and having removed the damaged parts under crude shelter at forty-five below zero, the LAD welcomed the opportunity to return to the Maintenance Camp at mile 1016 to complete the repair.

Shortly before midnight of the third day, the RCEME Penguin was declared serviceable and the LAD moved off to again try to catch the convoy, which by this time was encountering stiff enemy resistance at the Donjek River, approximately one hundred miles farther up the highway. The Administration Section meanwhile, had settled some sixty miles from the point of our mishap and it was decided that we would move forward to the AWD, spend the balance of the night there and carry on in the morning. This was accomplished without further incident and by noon of the following day we were once again busy clearing up casualties in the 'A' Ech and forward zones.

It was fortunate for the LAD that the aggressor resistance at that point had been as still as it had, otherwise there is some doubt as to whether we would have seen the 'A' and 'D' Coy Penguins again before they reached Northway. As it was, the advance had carried forward approximately thirty miles beyond the Donjek River and one Penguin had broken down and had been abandoned in enemy terriroty when our troops had been repulsed and forced back to their position at the Donjek. The plan being formulated at the time of the arrival of the LAD in the forward area was to send the eighteen 'D' Coy Penguins forward on a night thrust, leaving the five 'A' Coy Penguins in reserve to go forward the following day with 'A' Ech. This permitted the



A maintenance production line was set up at 220 Workshop in Whitehorse for servicing vehicles before the exercise. All vehicles received a grease job, oil change, and minor defects were noted for RCEME tradesmen. DPR(A) Photo

LAD to spend a full day preparing the 'D' Coy Penguins for the assault and to leave the 'A' Coy vehicles to be repaired as we moved forward the following day. Everything moved according to schedule until enemy aircraft 'dive-bombed' the bridge over the Donjek the following afternoon, just as the LAD was moving forward to repair a 'D' Coy Penguin that had broken down the previous night. Fortunately the 'damage' to the bridge was slight and 'A' Ech was able to move forward during the night and the LAD followed early in the morning.

The move forward from the Donjek to Northway was again practically uneventful. The 'captured' Penguin was 'liberated' and taken forward to O'Harra by the LAD where the 'captured' crew was rudely awakened and told that their vehicle awaited and that they should get mobile. Following a hot meal at the O'Harra transit camp we again moved forward and finally overtook 'A' Ech as it halted for the night at mile 1206. The following morning, after having slept in the Penguin, we passed through 'A' Ech and set out to rejoin 'D' Coy, which by this time was settling on the outskirts of Northway.

With the exception of the occasional straggler, that needed prodding more than RCEME assistance, no difficulties were encountered on the days run. However, as we approached the Alaska border we were treated to an air supply drop by the American Forces. The drop was being conducted to test the relative advantages of dropping supplies by parachute as compared to the free drop method. Unfortunately, we could not wait for the result, as our progress had already been delayed too long, watching the huge aircraft making repeated passes as they kicked out their multi colored chutes.

Finally, as night was closing in, we approached the outskirts of Northway and as we moved in the wireless set boomed its appeals for RCEME assistance. Again we were fortunate in having a full day to clean up the troubles that had developed on the advance from the Donjek as further advance was retarded by enemy resistance.

Serious misfortune very nearly befell the LAD at this point, however, and we came very close to spending our last two nights without the benefit of our 5 man tent. The writer and Cfn Prentiss were away repairing 'B' Coy's only Penguin at the time of the mishap and on our return found that the tent had very nearly been destroyed by fire. Quick action by the remainder of the LAD had averted a major catastrophe, however, and excepting the fact that half the door was missing, the tent was still quite serviceable and served us for the remainder of the exercise.

RCEME AWD at Burwash Landing set up these two shelters side by side, heated by Herman Nelson heaters. These shelters were also used for messing and sleeping. DPR(A) Photo

Finally the long awaited last day arrived and the Penguins waded forward to the final assault and the end of the exercise. Meanwhile the AWD had anticipated the final outcome and had established itself in Northway, ready to prepare for the long run home. The LAD moved in after the final skirmish and rejoined the AWD to aid in the final preparations.

Following several days of hustle and bustle at Northway and Whitehorse all convoys were homeward bound with the elements of the AWD in their accustomed position. The return to Wainwright was singularly uneventful and the convoys moved forward without incident as the now skilled drivers pushed their vehicles towards home and their farewell to 'Sweetbriar'.

A US Army friend of mine told me of one of their Commanding Officers who had noticed that the personnel appointed to instruct his group were not doing too good a job. The Chief Instructor sat in on the class and offered criticisms, but it did not help. The Commanding Officer tried the critique approach after each session; but the comments were too general and not sufficiently critical because of personalities and friendships. The problem was finally solved by the pupils writing criticisms on a blank sheet of paper which only the instructor saw afterwards. The remarks were, of course, unsigned. An almost instantaneous improvement in the instruction was noted, which came about with no embarrassment to the Instructor concerned.

An Observer Reports on "*Sweetbriar*"

As in all large scale military manoeuvres whether real or training exercises, RCEME's biggest problem is in preparation for the action. At first sight, this preparatory job at Wainwright appeared to require something in the nature of a miracle rather than a RCEME effort. However, the task was analysed and completed on time in the usual RCEME manner. In all, between 3 Jan and 22 Jan, 642 vehicles, 43 wireless installation jobs and 500 batteries, plus other sundry jobs, were passed through the Wainwright workshops. Vehicle repairs ran the whole range of 2nd echelon work.

The Wainwright detachment was reinforced from 215 Workshop Calgary and from 23 Composite Brigade Workshop Petawawa, and by dint of expanding 16000 man hours (4 times the monthly average Wainwright expenditure) during the month, the job was done. Civilians and military personnel worked an average of 16 hours per day and longer if required.

The workshop areas were heated by makeshift heaters formed by burning natural gas in three steel barrels. Bench level temperatures were often below the zero mark. All equipments were brought into the workshop from outside storage where the ambient temperature ranged around the minus 50 mark. The temperatures on the Exercise itself were not abnormally low, ranging from minus 10 to minus 45. It was actually much colder during the preliminaries at Wainwright. From a strictly technical point of view it was disappointing that the procedure laid down in CAEMEIs for dilution for cold starting was neither proved nor disproved, since with one exception all units kept their vehicle motors running twenty-four hours a day.

During the approach march to Whitehorse the Convoy groups were supported by mobile RCEME elements which in turn were supported by a small AWD. Vehicles were serviced on the roadside and at night at the various staging camps. Casualties were heavy at first but after a few hundred miles had been traversed, the casualty rate fell off considerably. This is attributed to the better road conditions on the Northwest Highway System, as compared with provincial roads, to drivers becoming more used to their vehicles, and to a general eradication of minor mechanical troubles.

When contact had been established with the enemy, the AWD set up a tented workshop on the roadside in the allied forces Adm area, and from it were attached a light section to the F echelon of the force.

At this stage the RCEME deployment was close to normal field practice in that there was (a) a small light detachment supporting F echelon, (b) an AWD in support of the forward detachment, and (c) Whitehorse workshop from which the AWD was able to obtain support if required.

During the later stages of the Exercise the Adm area was a long way behind the small F echelon detachment. Normally this situation would have been corrected by either enlarging F echelon detachment, or moving the AWD forward. However, as the Exercise was almost over, casualties light, and the force about to turn around and return to its base, no actual moves were made.

The return journey was completed with less trouble than the northward trip, perhaps a mechanical version of the 'horse proceeding to its own stable', and in fact a considerable time reduction was made on the planned timings for the move south.

The final phase of course is again a big RCEME job and that is 'clean up'. This had already been prepared for by Western Command RCEME 'stay-at-homes' and an ambitious dewinterization, reconditioning assembly line had been set up at 215 Workshop Calgary where the vehicles would be prepared ready for summer training or return to their parent units.

Western Command RCEME were congratulated by the GOC on a job well planned and skilfully executed.

EGOIST

A modest gentleman, in speaking of his family, said: "The Hardson family is a very, very old family. The line runs away back into antiquity. We do not know how far back it runs, but it's a long, long way back, and the history of the Hardson family is recorded in five volumes. In about the middle of the third volume in a marginal note, we read: 'About this time the world was created'."

INVESTITURE - WAINWRIGHT STYLE

by WOI R.H. THORNE, RCEME

WOI R.G. Humphreys, Maj Gen M.H.S. Penhale, CBE, GOC Western Command, and Lt Col R.F. Jobson, Command EME.

When one hears the word 'Investiture' mentioned, one's thoughts naturally turn to the plush carpeted halls of Parliament Buildings, perhaps an audience with the King, or even troops lined up smartly on the parade square with colours flying and bands playing. However, 13 Coy RCEME lay claim to the dubious honour of holding what they consider to be the most unique investiture in the history of the Corps, and perhaps in the history of the Canadian Army; and thereby hangs a tale.

It seems that WOI R.G. Humphreys, 13 Coy RCEME, by some means or other, completed 18 years Active Service in the Canadian Army and for this outstanding service rendered, a member of the Canadian Postal Service brought him a medal; the Long Service and Good Conduct Medal to be exact. Now, instead of putting this medal in his safety deposit box along with his other treasures, Mr Humphreys brought it along to the workshop and showed it to the boys. But somewhere someone said "A medal, eh, we ought to hold an investiture. We'll get all the officers and men of 215 Workshop on parade and the Officer Commanding 13 Coy RCEME will make the official presentation." This was thought to be a reasonable idea, but due to the pressure on RCEME occasioned by Exercise 'Sweetbriar', the OC 13 Coy RCEME and all of 215 Workshop and 224 Workshop except one WOI, one Sgt, and about five other ranks went on detached duty to Wainwright Military Camp. This left but one alternative, WOI Humphreys, together with his medal and the workshop WOI would make a quick journey to Wainwright Military Camp, where the CEME this time would present the medal. So, at 0400 hours, WOI Humphreys, WOI Thorn, and 'The Medal' began the long cold journey to Wainwright (300 miles) to get the medal pinned on Mr Humphreys' chest once and for all.

But fate would not let us off as easily as that, for at camp was no less a personage than the GOC himself. On learning that there would be a presentation in Wainwright RCEME shop he said, (and I quote) "I'll present the medal."

Returning to our heroes, we find them bravely bucking snow and cold, the precious medal in hip pocket, and the workshop WOI muttering that anyone waiting 18 years for a medal could easily wait six months more and get it in the summer time. Little did they know the surprise in store for them.

What in the beginning was to be more or less of a routine presentation had now mushroomed into a GOC's parade. To get on with the story, the two WOs arrived safely at Wainwright and reported in. They were met with cries of "Get on your overalls" and "Have you got your tool box?" However, this point was soon straightened out and they were told that the presentation would take place at 1645 hours.

Promptly at 1600 hours in walked the GOC, Major General Penhale, and staff, forty-five minutes early. Then the fun began. Due to the pressure of work, timing had been expected to be tight, but now——.

Someone produced a Union Jack, a bench was cleaned and the flag draped over it, a portion of the main floor, normally sufficient to accommodate a platoon, was swept for use as a parade ground. WOI Thorn, now RSM of the parade, appeared in full parade order, and all the soldiers disappeared. So — we had a parade square, a flag, a RSM, a GOC and staff, a medal, but no troops. This was soon remedied by the simple means of literally yanking the RCEME personnel out from under tanks, penguins, jeeps, snowbanks, etc. The troops were fallen in, with the odd civilian being carried along in the rush, it being impossible to distinguish as they fell in with whatever they happened to be wearing at the time, overalls, parkas, mucklucks, skis and snowshoes.

There in the darkness of the late afternoon, with the troops standing rigidly at attention, the

GOC turned to his left to present the medal to WOI Humphreys. In the gloom, the SM had approached unnoticed, having removed his snowshoes before coming on parade, and was standing to the GOC's right. However, after a short search by the GOC the SM's chest was located and to everyone's relief the medal was finally pinned, thus ending an unique parade.

There is little more to be said on the subject, except that usually in cases of this kind, the receiver of the award pushes out the boat. Alas, all the RCEME personnel had to go back to work that night, so there was no celebration, no shaking hands, no singing of songs. But, WOI Humphreys got his medal, and the writer got a bad cold.

Obituary

As we go to press, we very much regret to learn of the death of Major J.W. ('Jim') Blatchford, on 22 Apr 1950, after a short illness in Edmonton.

Jim Blatchford was born in 1907 and spent his early youth in Edmonton, Alberta. As a young man he gained considerable experience in the north country, particularly in construction work and with mechanical equipment. He enlisted on 9 Sep 1939, as a Sapper RCE. He was commissioned in the RCE in Apr 1941, and was promoted to Captain in Mar 1943. He transferred to RCOC in Dec 1943 in the rank of Captain, and was further transferred to RCEME on the formation of the new Corps in May 1944, as a heavy equipment specialist. He was appointed OC Tank Troops Coy, and later became 2 i/c CREME having been promoted to Major in Jan 1945. In all, he saw service in Canada, the UK and NWTO, and was Mentioned in Despatches. He returned to Canada in May 1946, and in Oct was appointed Senior EME, North West Highway System at Whitehorse, YT.

In Jun 1949 he was permitted to retire from the Active Force at his own request, and was transferred to the Supplementary Reserve, RCEME. He took up a position with the Pipe Line Construction Company (Sparling and Davis Ltd) of Edmonton, Alberta.

He is survived by his wife and daughter Averill, to whom our sincerest sympathies are extended.

RCEME 'ZERO CANUCKS'

From Camp Mile 300, Fort Nelson, BC, comes this group picture of the RCEME sponsored Midget Hockey Team -- the 'ZERO CANUCKS'. This team won seven games, and tied the other two of a hard-fought nine game series in competition with the Midget Team from the Fort Nelson RCAF Detachment. The players are, reading left to right: (front row) Richard Harrison, Tommy Cumming, Roger Hanson; (back row) Bob Whitmore, Mr J. Shields (Manager) George Streeper, Roy Donaldson, Bill Dennis, Brian Bell.

They sure make certain that you learn your job thoroughly at these US Schools, no less than at Barriefield. Cpl A.R. Ridlington of No. 2 Coy RCEME who has recently completed the Small Arms Weapon Mechanics Course at Aberdeen Proving Grounds, Maryland, USA, writes that at the School there they had Performance Tests where the weapons were all prepared before the tests with at least five malfunctions on each weapon. The student had to disassemble the weapon, make out a report on all malfunctions he was able to find, draw the necessary parts and make repairs, then fire the weapon. Obviously a thorough knowledge is needed for such a test. Incidentally Cpl Ridlington stood 1st in his class of fourteen and received a letter of commendation from the Course Officer.

CONGRATULATIONS CPL RIDLINGTON!

123 LAD and the

KANGAROOS

by WOI J. TATHAM, RCEME, WKSP SEC, DME

This is the second and concluding part of the story of 123 LAD, attached to the Canadian Armoured Carrier Regiment. The first part, which appeared in the Jan 50 issue, covered its operations from the formation of the regiment soon after D-Day until January 45.

* * *

After the German Army was pushed back across the Roer River, east of Sittard, Holland, we moved back north to a small village called Waterscheide, where we had the job of rechecking all the tanks and 'B' vehicles once again. However while there, permission was granted to send the tanks into workshop for a complete rework, and they were taken by transporter to 2 Tank Troops Workshop and 4 Armoured Bde Workshop. Only the worst vehicles were backloaded.

Our LAD moved into a garage in Hasselt and there we changed ten Ram engines in three days. Under ideal circumstances we exchanged engines after 1200 hours of running, but it's a well known fact the 'ideal' seldom arises. However, our engines were always very well maintained because our mechanics thoroughly understood them.

Our next move after Hasselt was still further north to a place in the area of Eindhoven, called Luykgestal.

Upon arrival we received orders to split the LAD into sections, because the Regiment's two squadrons were to operate separately. 'A' squadron and its LAD section were to operate with 30 Armd Bde, and 'B' squadron and its LAD with 31 Armd Bde, both of 79 Armd Div.

The LAD was formed in such a way that splitting it created no great difficulties; WO II A.A.Murray took 'B' section and I took 'A' section. We had sufficient men that the break meant each section having four fitters, one storeman, three driver mechs, one welder, one electrician, one cook, three NCOs and one WO II. Each section had to maintain 56 tanks and approximately 30 'B' vehicles. It meant a lot more work because we were still allowed only the four tanks LOB.

The weather was definitely against us as we prepared our vehicles for the next move — Operation Veritable, against the Seigfried Line. From recce and intelligence we learned that the ground would be muddy and soft, so we started putting mud connectors on all the Kangaroos. This was a big job, for most of the end connector bolts and nuts were seized and had to be removed with the cutting torch. There was also many hours of sledge hammering on the tracks to exchange the end connectors for the extended mud connectors.

While in Luykgestal we had no workshop, so all the work on both the 'B' vehicles and tanks was done on the main road of the village. What with trying not to burn or hit the inquisitive bystanders, and working in water all day, it was quite an effort to have all the equipment ready for the deadline. However, to our advantage, the rains helped us remove the whitewash camouflage which had helped to hide the Kangaroos during the snow operations in the Sittard area.

All the vehicles were completed within a week and we prepared to move to Nijmegen. The road was so bad that we had to tow our 'B' vehicles out of the mud-covered area along the road until we hit firm pavement. We roaded the tanks about 10 miles out to the main highway where the transports were waiting to load for the net battle zone.

'B' section of the LAD went to the Nijmegan area first to maintain 'B' squadron on the opening of the operation. The first part of the battle area was passed over without too much trouble, but it was soon learnt that the river dykes had been blown up by the retreating enemy, so that all roads to the fighting front were under 2 feet of water. Here our Scammel breakdown was employed for a day towing convoys through the flooded area.

It took slightly over two days for our 'B' section LAD to reach Cleve, Germany. During that time they were busily employed checking engines, changing clutches, besides welding tow hooks on some other unit's 6 pdrs. In the meantime 'A' section were still back with 'A' squadron who were not yet called into action.

After all the months of action the unit had been through, and the amount of recovery work done, we finally received 2 ARVs. They were a great help because the flood and rain had made the ground so soft that our heavy breakdowns could not get sufficient traction to pull the tanks out of trouble.

'A' squadron got their moving orders up to the front, which was just beyond Cleve, so its LAD section moved with the main convoy, with the 'breakdown' at the rear of the convoy, in case of any mechanical trouble or accident.

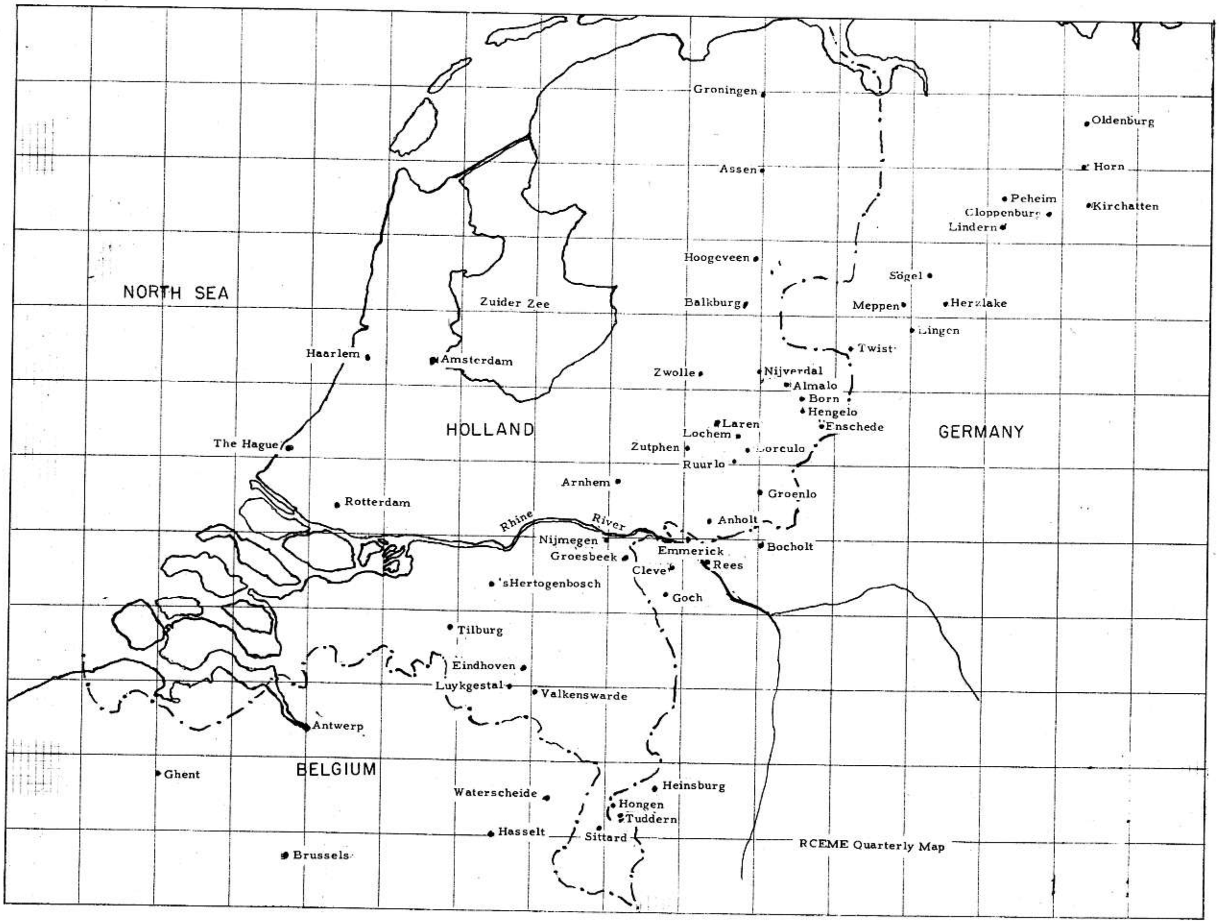
We stopped in a school at Nijmegen for part of the night, then before daylight we were on the road again. We got into Cleve just at daybreak and located the other half of the LAD, who were living in some houses well ventilated by the heavy shelling the town had received from our artillery on the advance and the Germans on their retreat.

We remained in Cleve only a day or so, then moved to a farm house a couple of miles nearer to the front. From here we maintained all the equipment until the crossing of the Rhine.

There was an extremely heavy work load pushed at us here. Some of our fitters were at the front keeping an eye on the tanks, while the remainder were in this farm yard doing an amazing amount of production. An example of a days work as taken from our War Diary is:

> "24 Feb 45. Eleven tanks in for repairs today — repairs finished on all but one. Repairs on three hydra-burners belonging to the regiment completed and returned today. Recovery of 1 ARV was completed by 2300 hrs. Two Caterpillars were borrowed from the RCE. Twelve towing bars welded, repairs completed on 5 other tanks." (Although that may seem like a lot of work in one day, it was not uncommon.)

Our spare part situation was becoming very bad due to the Ordnance depots remaining



so far behind the lines. From this Cleve area our storeman or myself would have to drive back to Eindhoven, Tilburg and on one occasion as far as Brussels. This meant our mechanics would have to spend more time trying to fix up machines without new parts, or tying the vehicle up until parts were obtained.

Our next move was the crossing of the Rhine, and here the regiment and LAD split up.

The move up to the river was uneventful, the convoy moved along with a reasonable speed, but as we neared the crossing area the traffic was terrific with convoys lined up on either side of the road and vehicles parked in every field around.

We pulled into a field and again began the routine checking on the tanks. We had considerable trouble with track support roller brackets, as they were continually working loose, or the rollers cracking after a few road miles. It was a common habit that every time the tanks stopped our LAD fitters would automatically start looking over the vehicles, but our perpetual checking was much appreciated by the tank crew. We were fortunate in most cases that the crew members would help us do what jobs were within their ability. The LAD had all the tank repairs completed prior to the crossing of the Rhine, as we didn't know when, if ever, the onward rush would stop long enough for us to do extensive repairs again. Therefore all minor defects were eliminated to ensure peak performance during the assault.
(Incidentally the regiment was the first Canadian armour across the Rhine, although 'B' squadron carried only ammunition — 27 Mar 1945.)

On the trek from Rees, at the river, to Rurlo in Holland we made only two overnight stops. The moves were so rapid that we would harbour only for a few hours and do minor repairs, then move on.

The stop we made at Anholt was just after the tanks had captured the town and were on the way out. Very shortly after our LAD moved in we had a couple of hours breather so decided to look around the town, at least the remains. By some strange event we came across a warehouse containing sugar and, knowing we weren't permitted to trade off our rations for a more tasty diet, we thought we would take some of the sugar and use it for bartering. The scheme worked very well at first. We changed our diet from mutton, canned meats and canned milk, to chicken, young pork, ducks and eggs, but as we travelled on and the population was thicker the meat supply diminished, but there evidently were still plenty of eggs; our cook, Pte Edwards kept trading this sugar off and without checking stock on how many eggs he was receiving over the amount we were eating, we came very close to casting off our battle dress and parading in feathers.

'A' section followed the squadron into Rurlo but the stop was very short for we received orders to move to Borculo where we set up shop. Here we again changed many support rollers and rear idlers; and completed three 100 hr checks in the two days we remained.

'B' section with 'B' squadron followed the next day to a field on the Rurlo-Borculo road. After the vehicle inspections were completed and it was found that the maintenance was not being carried out completely, the OC, Capt Duncan gave a maintenance lecture to the crew members and junior officers. The normal procedure was that upon completion of a run the tank crew would refill the vehicle with petrol, then go around and grease all the suspension and check the engine for oil leaks, etc, but it was a bit difficult to convince the men to stay awake long enough after an action to do a complete maintenance job. Therefore the LAD's repair load was increased immensely.

From this Borculo area 'A' squadron and its LAD went on operations with 2nd Cdn Div. The moves were quite long and the stops all too short. The tanks used hard surfaced roads whenever possible on the runs. We moved very quickly through such places as Zutphen, Lochem and Laren, to Nijverdal. Here 'A' section set up workshop in the garage belonging to the large cloth factory. The complete shop facilities were usable and most of the work was carried out under a well sky-lighted roof.

While 'A' squadron was on the move in this north westerly direction 'B' squadron was operating to the northeast through Almelo, Born, Twist and on to Meppen. Through this area the roads were in very bad condition, the hard surface was gone due to the amount of armour that had passed along. Here the LAD breakdowns were employed numerous times helping various units back on to the road or through mud covered areas.

'A' section while at Nijverdal did several 100 hr checks and changed a transmission in one of the tanks. This was not normally our job but the 79 Div REME Workshop to which we backloaded was jammed with work, and quite a distance away.

The Continental engines became hard to get and after pulling the engine from the Command Tank it was found that it required a replacement. We tried every Ordnance dump we could find but had to wait a couple of days before an engine was located and brought forward. Fortunately the squadron was not on an operation, so the emergency was not so great. Luckily by the time the squadron got moving orders again we had completed all the major jobs and returned the tanks ready for action.

We received orders to follow the squadron 'on-the-run' through Balkburg, Hoogeveen and Assen to Groningen, where we located a garage in which to work. Our first job was to recover two tanks that had burnt up during the street to street fighting. One had received a bazooka shell from an upstairs window which went down inside and through the belly plates. The other had been hit in the engine compartment.

Five days later we were moving back out of the area and over to the east of 4 Div, again without transporters for the tanks. It was over 120 miles before we finally settled down to Hurtslake where we joined 'B' section, which had moved up through Meppen and Sogel.

They had been having equally bad luck getting Continental engines and were likewise forced to patch up and make do with what parts they had. On one tank it was impossible to repair the engine so it was towed by the ARV to Hurtslake. Here the LAD, operating as a unit, repaired 'A' squadron's equipment after the extra long run. There was a lot of welding done, on more rear idler brackets and support rollers, plus several 100 hr engine checks.

'A' section's next move was with the squadron to a small village called Peheim, Germany. The squadron established itself in a school while we stayed in a field adjoining a farm house. The next day 'B' section followed and again the LAD was together.

Shortly after we arrived in this farm yard the old German lady came over to the cook's truck with a barrow load of peat for the fire. Fdwards, the cook, not being certain what it was, except that it looked like ordinary grass sod, wondered what she was doing. However, upon a demonstration by the 'old girl', he found that it worked very well in his stove. After convincing him that she wasn't trying to sabotage his meal effort, she disappeared back to the barn but returned with a 5 gal pail of milk for the boys. During the stay at Peheim this lady seemed really grateful for our relieving them from the strains of war.

It was here at Peheim that we bade Capt Duncan farewell and Capt A.K.C. Allen replaced him until the unit disbanded.

Again orders came for a move. 'A' section was called to action with 'A' squadron in the direction of Oldenburg, taking Cloppenburg, Willeshausen, Kirchatten and to Horn. The work was much the same as on previous trips but signs of fatigue were now showing on the tanks. The jobs were becoming more varied; such things as final drives needed replacing and even bogie brackets were cracking under the long strain.

After moving from Horn to Oldenburg, we set up shop in a German army barrack block We had several good garages to work in out of the weather, but our stay was very short because our last big performance was cancelled due to the collapse of the enemy on the 5th May.

This ending of the war was all very nice for the Regiment; they would have no more dangerous runs to make, no more parking on the front line awaiting immediate casualties and no more driving to do in the middle of the night. But work did not stop here for the LAD. We moved back with the squadron to Peheim and rejoined 'B' section and carried on repairing the tanks until we moved out of this area.

A few days after the war ended the GOC 79 Armd Div, Major Gen Sir Percy Hobart KBE, CB, DSO, MC, made his final inspection of the regiment and LAD. After a few parades and speeches and the war formally called to a halt we moved back to Enschede in Holland.

Now began the job of preparing the tanks for turning in. We started with road tests looking for work within our scope of repair and grading the remainder for the echelon of repair required. We then began doing necessary repairs on the tanks and cleaned them up for painting. We borrowed spray painting equipment and by the use of the air compressors on the wreckers began the job of painting the interior white, as they were originally, of all 106 tanks. This job was completed in 2 weeks.

After the regimental vehicles were cleaned and prepared for the turn in, we painted and repaired our own. Then came the great day of moving back to the Arnhem area and the turn in of equipment. Our large maintenance, repair and recovery program completed, we could now sit back and rest.

Capt Allen and nine of the LAD personnel established and operated a RCEME Transit Camp in Arnhem through which personnel of units like 123 LAD that were disbanding would be routed.

* * *

This article has not covered every detail on operations of 123 LAD, but will give an idea of the type, and amount, of work involved to keep the equipment of the 1st Cdn Armoured Personnel Carrier Regt in fighting fit condition through World War II.

RESERVE FORCE RE-ORGANIZATION

Most of our readers will be aware that the RCEME Reserve Force is in the process of being re-organized. This article will outline the form re-organization will take and the purpose behind it.

Formerly the RCEME Reserve Force was composed of 181 individual units of varying sizes and types, all organized on field establishments. It is now proposed to group all the existing RCEME RF Units into eight technical regiments and twenty-one independent technical squadrons.

The number of personnel by rank and trade which will go to make up these regiments and squadrons will be approximately equivalent to the personnel by rank and trade reflected in the establishments of the 181 RCEME units which used to form the RCEME portion of the Reserve Force Organization. The new RCEME RF Units will also include those officers and other ranks attached within the war establishments of other corps so that they may be trained by RCEME.

The proposed RCEME units are built up on the basis of standard troops consisting only of personnel of related trades. For example, each telecommunication troop consists of 1 officer and 24 tradesmen who are telecommunication and radar artificers and radio, radar and line mechanics. The trade troops may be grouped together in any number to form units.

It is considered that decided advantages would result from the new organization. On mobilization, the appropriate tradesmen from the technical regiments and squadrons will be pooled to form the RCEME Field Force Units required by the mobilizing force. This will make it feasible to organize and build up the RCEME Field Force Units, with the required technical personnel, within the time allotted. Training and instruction is simplified by grouping related trades into technical troops.

Insofar as accommodation is concerned, reducing the number of units from 181 to 29 makes an important saving in accommodation requirements. Also, the amount of training equipment required is considerably reduced and its provision, maintenance and accounting greatly simplified. Administrative paper work should be reduced.

Promotion prospects will be as good if not better than before. All personnel are in units of reasonable size and thus have enhanced opportunities to gain wider technical experience and consequently better avenues for promotion within each unit. With larger units there will be fuller scope to train and employ tradesmen in accordance with their technical ability, so that on mobilization these technically skilled tradesmen will be available for posting to units where there is the greatest need.

Larger units that fit into the industrial pattern will more easily establish the support of the civil community. This will also tend to develop better esprit-de-corps as a result of the increased efficiency of training and reduction in administrative worries.

The plan was presented to the Canadian Industrial Preparedness Association for advice and cooperation in regard to the allocation of technical regiments and technical squadrons and availability in industry of the technical manpower requirements for RCEME. The re-organization plan was also presented to the RCEME Corps Association on the 22nd Oct 49, and unamimously approved in principle.

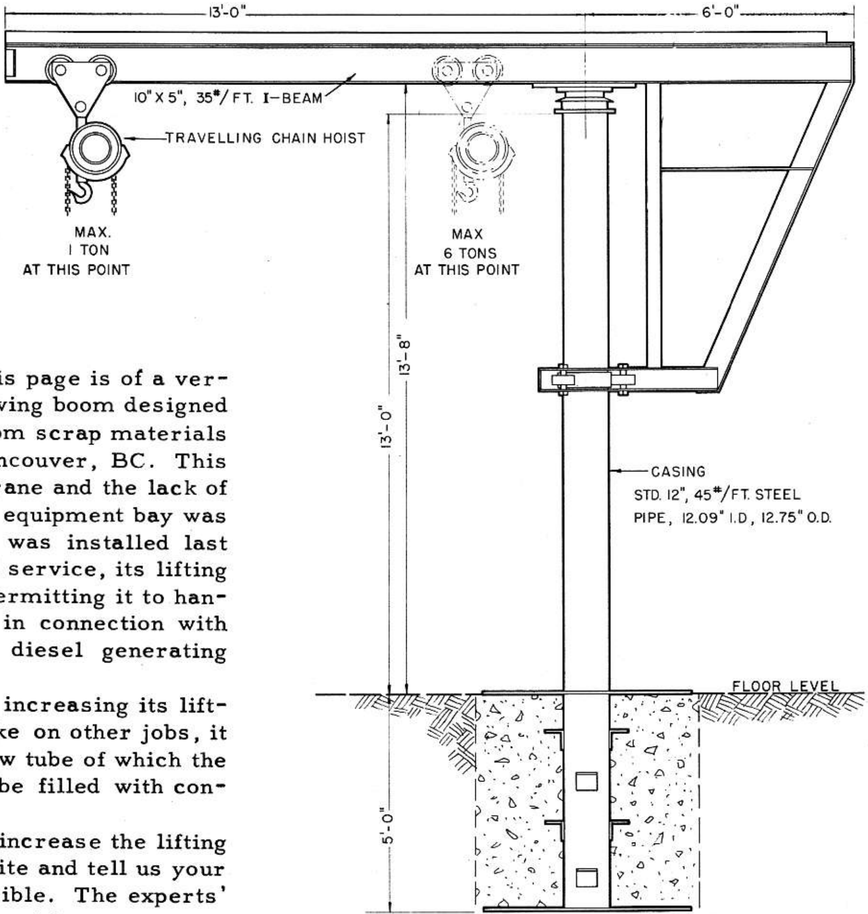
At the time of going to press the plan has been implemented in Quebec Command, Eastern Command and Prairie Command and the necessary establishments have been issued. Establishments for Western Command are now being processed for publication while those for Central Command still require some finalization. The net result of the re-organization will be to give the RCEME RF the following units: Quebec Command gets three technical regiments, two in Montreal and one in Quebec, and technical squadrons at Three Rivers, Sorel, Sherbrooke and Arvida. Eastern Command will have two technical squadrons at Halifax and Moncton, while Prairie Command will have one technical regiment at Winnipeg, and technical squadrons at Fort William and Port Arthur, Moose Jaw and Saskatoon. Western Command will have one technical regiment in Vancouver, and technical squadrons in Victoria, Edmonton and Calgary. Details on Central Command cannot at the moment be released.

Far better it is to dare mighty things, to win glorious triumphs, even though checkered by failure, than to rank with those poor spirits who neither enjoy much nor suffer much, because they live in the grey twilight that knows not victory nor defeat.

—Theodore Roosevelt.

A SWING BOOM SHOP CRANE

and.........A PROBLEM



The drawing shown on this page is of a vertical pillar crane with a swing boom designed and manufactured largely from scrap materials by 214 Base Workshop, Vancouver, BC. This workshop has no overhead crane and the lack of lifting facilities in the heavy equipment bay was frequently felt. The crane was installed last year and has given very good service, its lifting capacity and 360° traverse permitting it to handle all the jobs that arose in connection with engineering equipment and diesel generating plant.

However with a view to increasing its lifting capacity in order to take on other jobs, it was suggested that the hollow tube of which the vertical member consists, be filled with concrete.

Do you think this would increase the lifting capacity of the crane? Write and tell us your view giving a reason if possible. The experts' opinion will be given in our next issue.

'FORCENE'?

The new RCEME Crest has come in for considerable publicity, and there have been a number of inquiries from outside sources as to the meaning of the expression 'horse forcene'. No doubt our readers have been able promptly to enlighten all such inquirers. They will have quoted from the very first issue of the Quarterly, page 9 of which gave the definition, according to Debrett's Heraldry (page 83), as follows: "A horse rearing upon its hind legs is said to be 'forcene'."

The idea behind this is that the horse, which represents 'horsepower', has been chained in order to make it serve a useful purpose. Needess to say the horse is furious about this limition of its freedom, but it has to do its work vertheless.

Flame Warfare

How it got its start

by Capt K.F. COLLINS RCEME

Though 'Fire' is traditionally coupled with 'the Sword' as symbolic of armed force, the actual use of fire in warfare has been less than its enormous powers of destruction might seem to warrant. Fire has been used regularly throughout the centuries by the victors to destroy the property of defeated enemies. It has also played a part in retreat as a chief agent in 'scorched earth' policy, but in pitched battles there has been no obvious way in which either side could bring the destructive force of fire to bear against the other except by starting large-scale conflagrations of scrub or forest, which was liable to prove a two-edged weapon. The use of fire as an offensive weapon has until the recent years, almost been restricted to sieges and naval warfare (ie, the use of 'fire ships') and here considerable ingenuity was expended in devising suitable incendiary substances and methods of projecting them.

In a book (§) which has been described as "the earliest military treatise in the world", a Chinese writer laid down a series of rules for the 'Attack by Fire':

(a) "There are five ways of attacking with fire. The first is to burn soldiers in camp; the second is to burn stores; the third is to burn baggage trains; the fourth is to burn arsenals and magazines; and the fifth is to hurl dropping (¶) fire amongst the enemy."

(b) "In order to carry out an attack with fire we must have means available. The material for raising fire should always be kept in readiness."

(c) "There is a proper season for making attacks with fire, and special days for starting a conflagration."

(d) "The proper season is when the weather is very dry; the special days are those when the moon is in the constellations of the Sieve, the Wall, the Wing or the Cross-Bar; for these four are all days of rising wind."

(e) "In attacking with fire, one should be prepared to meet five possible developments:-

  (i) When fire breaks out inside the enemy's camp, respond at once with an attack from without.

  (ii) If there is an outbreak of fire, but the enemy's soldiers remain quiet, bide your time and do not attack.

  (iii) When the force of the flames has reached its height, follow it up with an attack, if that is practicable; if not, stay where you are.

  (iv) If it is possible to make an assault with fire from without, do not wait for it to break out within, but deliver your attack at a favourable moment.

  (v) When you start a fire, be to windward of it. Do not attack from the leeward."

(f) "A wind that rises in the daytime lasts long, but a night breeze soon falls."

(g) "In every army, the five developments connected with fire must be known, the movements of the stars calculated, and a watch kept for the proper days."

(§) 'The Art of War' by Sun Tzu Wu written in the reign of Ho Lu, King of Wu (5140496 BC).

(¶) Translator's note: Dropping fire is accomplished by dipping the tips of arrows into a brazier to light them, and then shooting them from powerful bows into the enemy's lines.

(h) "Hence, those who use fire as an aid to the attack show intelligence; those who use water as an aid to the attack gain accession of strength."

(j) "By means of water, an enemy may be intercepted but not robbed of all his belongings."

(k) "Unhappy is the fate of one who tries to win his battles and succeed in his attack without cultivating the spirit of enterprise; for the result is waste of time and general stagnation."

(l) "Hence the saying, 'The enlightened ruler lays his plans well ahead, the good general cultivates his resources'."

The principles laid down by Sun Tzu Wu have not been completely out-dated by centuries of military development, and certain of them are even now applicable to the employment of modern flame throwers.

ANIMALS CARRYING FIRE

Occasionally animals have been used as agents for carrying fire; this practice dates back to very ancient history. In a personal vendetta against the Philistines, Samson used an original and apparently successful method of spreading fire. "And Samson went and caught three hundred foxes and took fire brands and turned tail to tail and put a fire brand in the midst between two tails. And when he had set the brands on fire, he let them go into the standing corn of the Philistines and burnt both the stacks and also the standing corn with the vineyards and olives." Reprisals followed as in modern warfare. The Philistines, not unnaturally, retaliated in kind by 'burning with fire' Samson's wife and father-in-law. Centuries later, Hannibal tried much the same trick. He dislodged a Roman force, guarding the pass of Casilinum, by driving against them a herd of stampeded oven with lighted faggots between their horns. A 15th century manuscript on strategy from Vienna contains a picture of a bull with a pot full of incendiary stuff hung around his neck, but there appears to be no record of how this unconventional and probably unwilling auxiliary acquitted himself in action. Probably he was more effective than the crows which Marcus Creacus proposed sending among the enemy's tents by night, anointed with a mixture of oils which was reputed to take fire at sunrise. The latter method is no longer recommended as a 'sure fire' method of attack.

The combination of man and animal, as a means of carrying fire, was ingeniously employed by the Egyptians against a Mongol invasion in 1256 AD as the following account will witness:-

> "Having thoroughly soaked his shirt, the rider puts on a doublet of felt treated with a protective mixture (vinegar, red clay, dissolved talc, fish glue and sanderac) also soaked. The horse is covered with a composition of the same material. To the doublet are attached bells, and little madfaa (powder boxes) with fuses attached. The rider wears a helmet covered with felt soaked in naphtha and wisps of tow dipped in naphtha are attached to the doublet. Having rubbed his hands in talc powder he goes into action preferably by night, carrying a lance dipped in naphtha (or some incendiary composition) which he whirls round and round and accompanied by footmen who carry clubs for sprinkling naphtha. The horse must first be gradually accustomed to the noise and glare."

The terrifying effect of this apparition, sent in advance of the main army, is said to have routed the Mongol cavalry, but in a later battle (1300 AD) the device proved a complete fiasco because the naphtha burnt out before the enemy had panicked.

The 'fire pike', as used at the siege of Bristol by the Royalists in 1643, was probably similar in design and intention. Prince Rupert's Journal records that:-

> "Lt-Col Littleton, riding along the inside of a line with a fire pike, quite cleared the place of defendants, some of them crying out 'wild fire'. Thus was the line cleared for a great way together."

USE OF LIQUID INCENDIARIES IN ASSYRIAN WARFARE ABOUT 800 - 500 BC

In the assault on a city by Assur-Nasir-Pal in about the year 880 BC, siege-engines were employed by the Assyrians. The defender retaliated by dropping some incendiary liquid from the walls onto the machines' framework. The siege machines' framework was covered with hides, which could be kept wet and could have fairly good fire-resisting qualities; so even in those days protective measures against flame were considered.

For most men, the matter of learning is one of personal preference. But for Army officers, the obligation to learn, to grow in their profession, is clearly a public duty.

General Omar N. Bradley
in Military Review.

Letters

The RCEME School,
Kingston, Ontario.

The Editor,
RCEME Quarterly.

In the latest edition of the Quarterly, which introduces our new Corps badge, is an article on the Reserve Force RCEME units throughout Canada. The Central Command portion, which I wrote, is NOT verbatim with the original in the first paragraph. As I remember it, I stated that "RCEME Reserve, unlike other corps, is unfortunate in not having a firmly established background of tradition and experience on which to fall back".

It would appear that in transcribing this article, a transposition has occurred, thereby changing the entire meaning of the sentence.

While this error is not likely to affect the circulation of the Quarterly, it is thought that this misprint should be brought to the attention of all concerned.

F. Coultish, Capt.

➡ One of the unsung efforts of RCEME and, prior to its organization, RCOC (Engineering) in the last war, were our units in the Reserve Army. They were staffed and administered by some of our best citizens in the larger cities across the country. These men were those who were unable to join the Active Service because of medical category, age, or vital occupations in the war effort. They were ready to be a home defence and were a training force which started many young men into the reinforcement stream. It is known that some of their units which were very well organized passed on a definite tradition to our present Reserve Force units. In explanation of the change that was made in Capt F. Coultish's article, we are grateful for the opportunity to point out this fact, and hope that the history of these units will eventually be compiled, so that their contribution to the RCEME tradition, can be fully appreciated. (The Editor)

The Editor,
RCEME Quarterly.

Although the general trend of thought is that the RCEME Quarterly is a publication for officers only, this is not the case. It is primarily an officers' publication because of the cost involved in distributing a copy of the Quarterly to all ranks in the Corps.

Therefore the circulation of the Quarterly by officers among the other ranks under their command is encouraged. In view of this fact, contributions by other ranks is also encouraged and the submission of same will help and provide grounds for the circulation of the magazine among the rank and file.

For this reason the editor has been approached to reserve a corner for articles contributed by officers or other ranks dealing with short-cuts in the repair and maintenance of equipments from all sections of the Corps. Such contributions may follow along the lines outlined hereafter: (a) Special tools thought up to make the job easier; (b) New methods of testing and adjusting; (c) Improvements that might be made on an equipment; and (d) Ideas for new equipment.

For example, suggestions are invited for a general and practical tool kit for FCI personnel to replace the various existing tool kits which are cumbersome and outdated. The list should include any special or hand made tools which is thought should be included.

It is to be clearly understood no matter how insignificant the idea may appear, it's yours. It may be good, and by putting forth the idea some important contribution may be given to the army or at least it may prove the nucleus of a better equipment or method of repair and maintenance.

In conclusion by sending along a sketch and the idea let's get the interest of all repairmen aroused in new ideas and in the RCEME Quarterly by making it do as one has to do in the army, 'The work of a dozen others', and call it Short Cut Corner.

A.E.D. Elliott, WOII, DME.

➡ Although we do not intend the Quarterly to take the place of such media as Corps Instructions or CAEMEIs for technical data, we might consider setting up such a 'corner' as WOII Elliott suggests, providing we receive material of sufficient interest to the Corps. So—come on, let's have your ideas, with pictures or drawings. (The Editor.)

BOLTS an' ASSORTED CLIPS

by ar-vek-tels

ANOTHER RCEME FIRST?

A few nights ago, our roving reporter was skipping from shadow to shadow to avoid the moonbeams and looking for news, when he noticed a tall silver pole with a lot of queer-looking horizontal projections on the roof of Major J. Whittingham's house. Upon peeking through the nearest window (he had been in the digger several times for the same offense) he noticed the Whittingham family clustered around a television set and having the time of their lives watching Mickey Mouse, etc. It was obvious that it wasn't the youngest member of the family who was getting the biggest kick out of Mickey's antics, so our reporter decided to investigate further.

He knocked on the door and was invited to enter. (People are afraid to be nasty to our reporter because he might write horrible things in the Citizen about them.) Chosing a comfortable chair he relaxed and began to watch a NBC broadcast. A female counterpart of Edgar Bergen came on with a girl dummy suitably adorned with pigtails. The image was very clear and the tone was perfect.

"Do you always get it this clear?" our reporter asked.

"In the evening we always have, so far", said Major Whittingham. "Sometimes it isn't quite so clear in the afternoon, but we have had great success even then."

"I had heard that you were experimenting at the shop and at the Mess, but why do you have it here at your quarters?" asked our reporter.

"This is higher ground than at the shop", replied the Major. "We get just as good reception here with a shorter aerial."

Our reporter watched for a while longer and then went home and counted the money in his piggy bank to see if he, too, could afford to buy a television set.

(Camp Borden Citizen)

If you are a married man who absolutely must drink booze, start a saloon in your own home. Give your wife $20 to buy a gallon of whiskey. There are 128 ounces in a gallon. Buy your drink at retail price from your wife. When the first gallon is gone, your wife will have nearly $60 to put in the bank, and $20 to start in business again. If you live ten years, buy all your whiskey from your wife, and then die with snakes in your boots, your wife will have enough to bury you respectably, bring up your children, buy a house and lot, marry a decent man, and forget all about you.

—Catholic Digest

Corporal (regaining consciousness after an operation): "Why are all the blinds drawn, doctor?"
MO: "Well, there's a fire across the street, and I didn't want you to think the operation was a failure."

RCEME SCHOOL HAS NO GATE!

At the present time the RCEME School has no gate — ornamental or useful. That is a serious state of affairs and cannot be tolerated when the NEW SCHOOL finally appears.

Therefore, sometime in the near future, the School will require a gate in keeping with its modern look. Tentatively, it is to be eighteen feet long by eight feet high and to be fabricated of wrought iron.

You, as part of the Corps, may acquire a personal interest in this gate by submitting the chosen design. The details of such a competition, for which a suitable prize or prizes will be awarded, will soon be announced in these pages.

It must be remembered that the purpose of education is not to fill the minds of students with facts, it is not to reform them, or amuse them, or make them expert technicians in any field. It is to teach them to think, if that is possible, and to think always for themselves.

—Dr. Robert M. Hutchins
in Military Review.

PERSONALITIES

PROMOTION

Major G.F. Bradbury to be Lt Col and Command EME, Prairie Command

POSTINGS

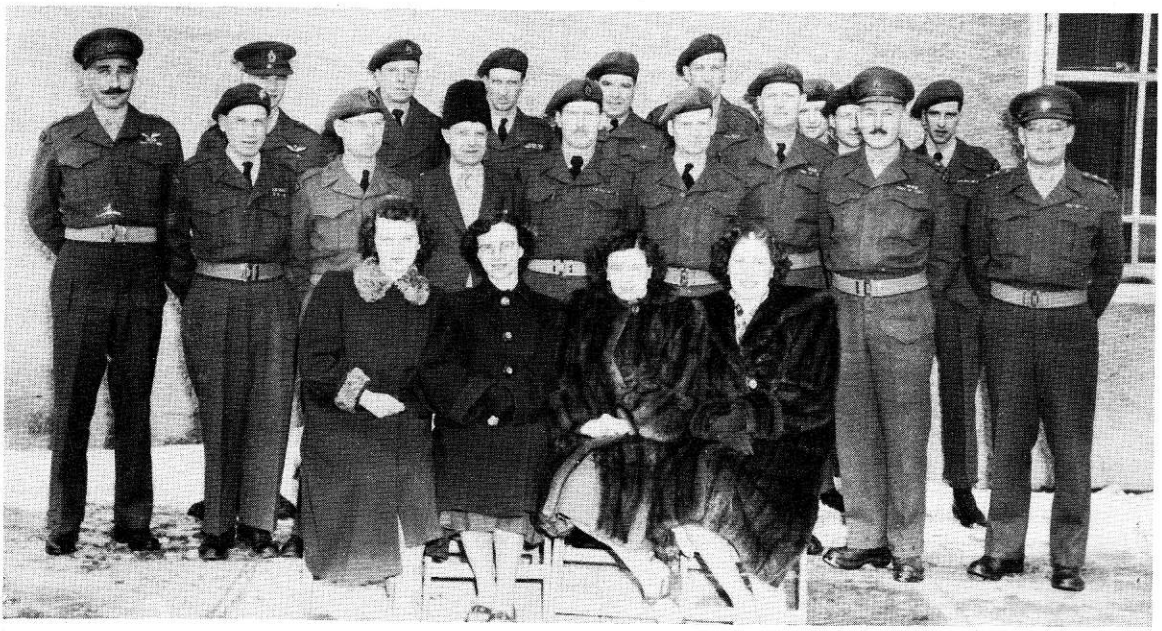
Lt Col C.M.R. Elmsley to ADME DME, AHQ

Major H. Goodfellow to DRB at Kingston, Ont
Major H.W. Hagey to command 11 Coy Vancouver
Major A.H.R. Lewis to OIC 214 Workshop, Vancouver
Major K.R. Ward to DME
Major R.C. Lane (transferred from RCAC) to DSD
Major H.M. Robinson to be employed by DAD at Cdn Arsenals Ltd, Leaside

Capt J.N.R. Campbell to 202 Base Workshop, Montreal
Capts A.E. Esdaile, A.T. Roberts and R.F. Fendick to staff RCEME School
Capt W. Beddard to HQ RCEME, Prairie Command
Capt A.G. Harmer to command 221 Workshop, Rivers
Capt A.J. Jeffrey to DME, AHQ
Capt J.H. Neate to 6 Pers Depot pending retirement
Capt W.E. Ellis to Inspection Board of Canada, Leaside, Ont
Capt W. White to 4 Pers Depot pending retirement

Lt H.V. Hann to 200 Base Workshop, Halifax
Lt L.H. Love to 224 Workshop, Edmonton
Lt B.A. Beneteau to command 225 Workshop, Trenton, Ont
Lt W.J. Mildon to DVD
2/Lt B.C. Clerke has been appointed to the Corps at Univ of New Brunswick

HQ RCEME PRAIRIE COMMAND & HQ 10 COY



Front Row: Misses J. Anderson; C. Pascaric; M. MacKenzie; H. Hart. (2nd Row) Lt Col C.M.R. Elmsley, Comd EME; Sgt F.J. Ellis; WOII L.W. Geitzler; Mr A.F. McLellan; WOII W.G.L. Russell; WOII G. Jilbert; Sgt W.J. Ouigley; Major L.B. Screaton, CO 10 Coy RCEME; Capt J.G. Molloy. (3rd Row) Lt J.C. Boughton; Sgt F. Partington; Sgt A.J. Stringer; WOII G.W. Smith; WOII A.C. Brunton; Sgt G.A. Stoddard; Sgt C.W.B. McKnight; Cfn E.M. Jansen. (Absent — Capt W. Bedard)

who's where

WARRANT OFFICERS CLASS I

Armstrong, L.W., 16 Coy, NWHS
Brent, G.N., RCEME School
Bridges, F.C., RCEME School
Brown, A.T., 11 Coy
Brown, J.D., RCEME School
Buck, W.M., 3 Coy
Collins, W.G., RCEME School
Conway, E.M., RCEME School
Coombe, W.M., 202 Base Workshop
Coupland, G.E., "E" List
Craft, G.C., AHQ
Dodds, T.H., 11 Coy
Doherty, F.F., CADEE
Ellik, E., 2 Coy
Fernets, J.M., 23 Comp Bde
Forrester, J.R., 202 Base Workshop
Fox, H.R., 17 Coy
Fraser, G.T., 3 Coy
Gladwin, C.H., 6 Coy
Gray, P., 12 Coy
Greenham, I.L., 6 Coy
Guilfoyle, M.E., 17 Coy
Hagan, G.M., 205 Base Workshop
Humphreys, R.G., 13 Coy
Lawson, R.W., 10 Coy
Leon, B.U., 16 Coy
McCague, L.T., 17 Coy
McIntyre, J.S., 16 Coy
MacMillan, E., RCEME School
Millen, H.J., 12 Coy
O'Connor, J.F., 202 Base Workshop
O'Neill, J.R., 7 Coy
Oxley, T.W., RCEME School
Perry, H.R., RCEME School
Popkin, H.A., AHQ
Richardson, W., 202 Base Workshop
Robertson, W.G., 5 Coy
Rowe, A.W., RCEME School
Saunders, D.A., RCEME School
Sloan, H., 202 Base Workshop
Stinton, F.H., VDE
Swallow, G.W., 202 Base Workshop
Tatham, J., AHQ
Thomas, W.A., RCEME School
Thorn, R.H., 13 Coy
Warren, D.H., RCEME School
Warren, H.K., RCEME School

WARRANT OFFICERS CLASS II

Annis, R.A., 16 Company
Armstrong, J.H., 7 Sect A&T
Beddows, R.S., 3 Company
Bews, G.F., RCEME School
Birchard, N.E., RCEME School
Black, W.H., AHQ
Bland, F.W., HQ Central Command
Boshier, R., 18 Company
Brewster, J.E., AHQ
Brown, H.M.L., VDE
Brunton, A.C., 10 Company
Burke, M.E., 13 Sect A&T
Burton, F.J., 10 Company
Bush, A.E., 11 Company
Bush, C.O., AHQ
Bydal, L.N., AHQ
Campbell, S.A., 17 Company
Charles, G., AHQ
Chisholm, L.F., 1 Company
Christensen, A.J., 12 Sect A&T
Clarke, D.L., 3 Company
Coates, J.E., 13 Company
Conway, R.F., 17 Company
Coughran, G.E., 12 Company
Cozens, S.D., 11 Company
Cuthbertson, C.K., 5 Company
Cutler, E.G., 6 Company
Doherty, E., 5 Sect A&T
Dudley, J., 205 Base Workshop
Edmond, O.A., 17 Company
Edworthy, H.T., AHQ
Elliott, A.E.D., AHQ
Elliott, J.J., 6 Company
Elliott, W.E.C., 3 Company
Etter, A.S., RCEME School
Feader, M.S., 17 Company
Finley, J., 202 Base Workshop
Gallier, H., 23 Comp Bde
Garrett, W.F., 7 Company
Geitzler, L.W., 10 Company
Gilbert, A.M., 6 Company
Goring, F.B., RCEME School
Gourlay, C.V., 6 Company
Grainger, G., AHQ
Gunn, W.H., 11 Company
Gutteridge, G.H., 11 Company
Hare, T.R., 11 Sect A&T
Harrop, E.W., 10 Company
Hill, R.V., RCEME School
Holden, C., 3 Company
Houlton, V.H., HQ Quebec Command
Hunder, B.A.J., 12 Company
Hutley, H.A., RCEME School
Isaac, A.W., 12 Company
Jackson, O., RCEME School
James, J.W., 202 Base Workshop
James, L.G., Fort Churchill
Jilbert, G., 10 Company
Kaufman, D.C., 4 Company
Kaye, J.R., 2 Sect A&T
Keech, H.L., 202 Base Workshop

Kelly, H.A., 3 Sect A&T
Kendall, W.J., 2 Company
Kennedy, H.G., 11 Company
Kerr, J.E., 17 Company
Kingston, W.T., 12 Company
Knight, R.A., 17 Company
Knowles, G.A., 10 Sect A&T
Landon, H.S., HQ Western Command
Lanthier, L., 4 Company
Leach, F.H., 3 Company
Leonard, W.V., 205 Base Workshop
Little, J.E., 4 Company
Lowry, L.H., 2 Company
MacDonald, D.J., AHQ
MacDonald, J., RCEME School
MacFarlane, A., 6 Company
MacKclaine, W.B., 12 Company
MacKenzie, R.M.G., 11 Company
Maguire, G.K., 3 Sect A&T
Malmberg, W.G., AHQ
McDonald, D.B., 2 Sect A&T
McDonell, A.F., RCEME School
McInnes, D., 1 Sect A&T
McKinnon, J.C., 6 Company
Mercer, J.L., 11 Company
Mimee, T.M., 202 Base Workshop
Moore, J.F., 6 Company
Moyse, J.L., AHQ
Mullin, R.F., RCEME School
Neil, T., 6 Company
Nicolson, A., 12 Company
Norbury, G., 12 Company
Norton, W.H., 4 Sect A&T
Oakes, G.A.M., RCEME School
O'Brien, G.A., 4 Sect A&T
O'Neil, C.M., 6 Sect A&T
Orser, A.G., 205 Base Workshop
Owen, L.R., RCEME School
Paterson, D.C., AHQ
Patterson, D.J., 202 Base Workshop
Peacock, J.E., HO Eastern Command
Perrin, W.G., 2 Company
Poole, H.J., 17 Company
Preston, H.E.R., 2 Sect A&T
Purton, R.H., RCEME School
Putt, C.H., RCEME School
Reynolds, G.A., 7 Company
Rippengale, G.S., AHQ
Rivers, A.M., 23 Comp Bde
Roberts, R.E., 4 Company
Roddick, V., 1 Sect A&T
Rosson, H.A., 1 Sect A&T
Roxburgh, J.R., 202 Base Workshop
Rule, J.H., 202 Base Workshop
Russell, W.G.L., 10 Company
Seabrook, D.J., 3 Company
Seymour, J.C., 11 Company
Shaw, J.E., 2 Company
Sherman, C.G., AHQ
Smith, G.W., HQ Prairie Command
Stacey, J.F., VDE
Stafford, D.V., 16 Company, NWHS
Stow, E.J., RCEME School
Thivierge, A.J., 202 Base Workshop
Torrie, A., VDE
Turner, C.M., AHQ
Venus, A.J., 13 Company
Vyvyan, P.G., 7 Sect A&T
Walsh, I.S., VDE
Wash, D.C., 2 Company
Webb, A.P.B., 4 Company
Webb, R., 23 Comp Bde
Weston, A., 17 Company
Weston, E.T., 17 Company
Wilkinson, E.J., 202 Base Workshop
Wood, S.C., 3 Company
Wright, B.H., 13 Company
Wright, E.O., RCEME School
Wright, W.A., "E" List
Young, R.D., 5 Company

Sgt J.T. Brophy, 5 Coy Quebec, placed first in a class of 15 on a Small Arms Weapons Repair Course at the Aberdeen Proving Grounds, Maryland. Congratulations Sgt Brophy.

Cpl Woodbridge, 214 Base Workshop, placed first in a class of 40 in a recent course on Const Eqpt Maintenance and Repair at Fort Belvoir, Va, USA. Congratulations, Cpl Woodbridge.

The Guard of Honour for the opening of the Saskatchewan Legislature for 1950 included the above craftsmen from 12 Coy RCEME. From right to left they are: Cfns C.C. Brown, E.H. Neufeldt, J.B. Robertson, N.L. Arscott, H.B. McDonald and M.H. Staines.

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